

MANUFACTURERS' RECORD

A Weekly Southern Industrial and Hardware Newspaper.

Vol. XL No. 17.
WEEKLY.

BALTIMORE, JUNE 4, 1887.

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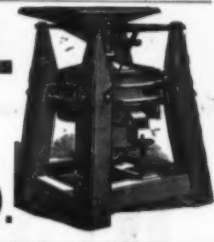
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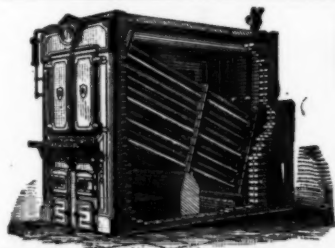
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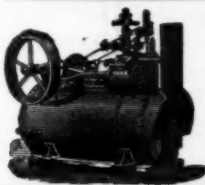
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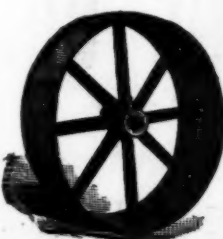
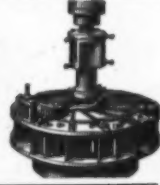
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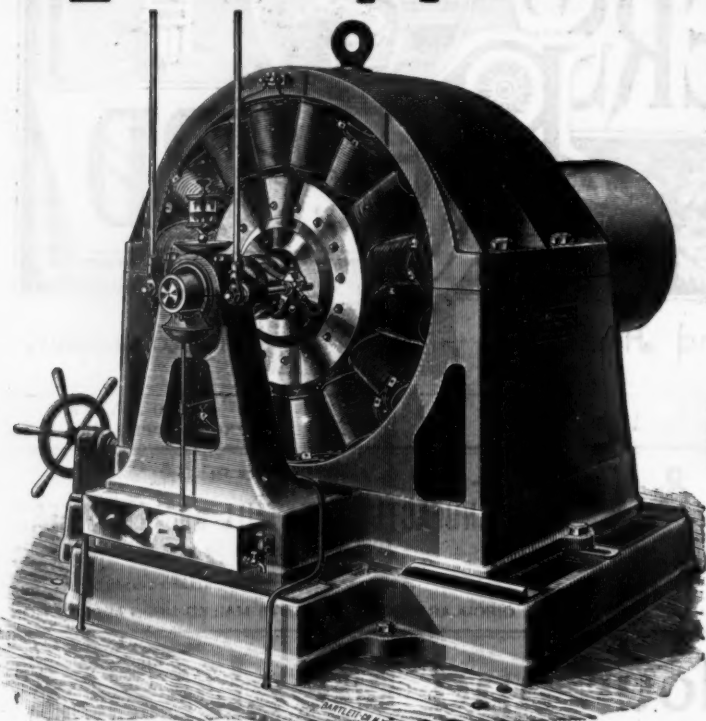
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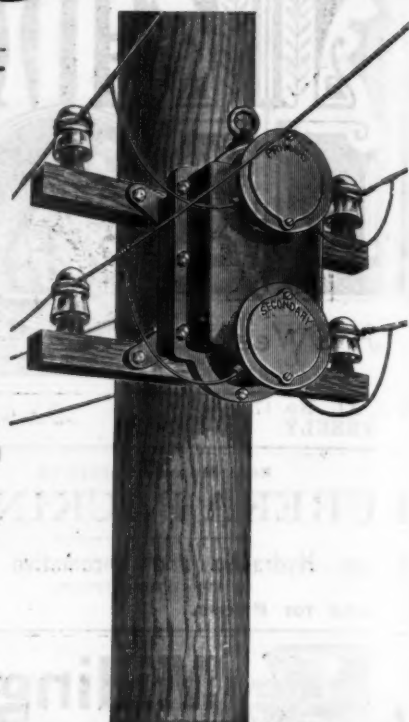
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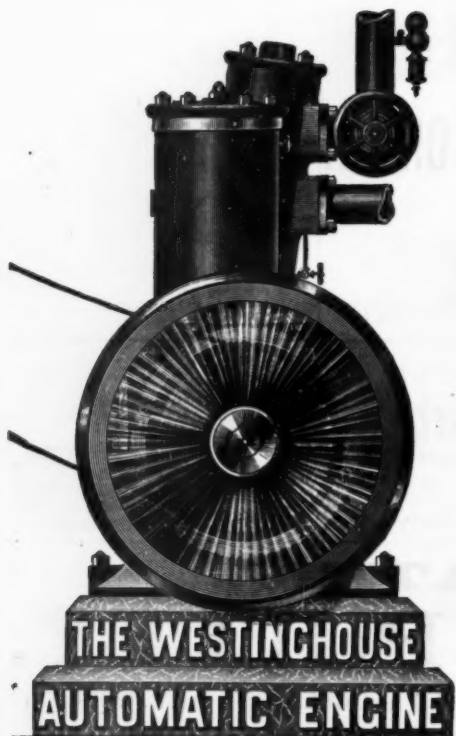
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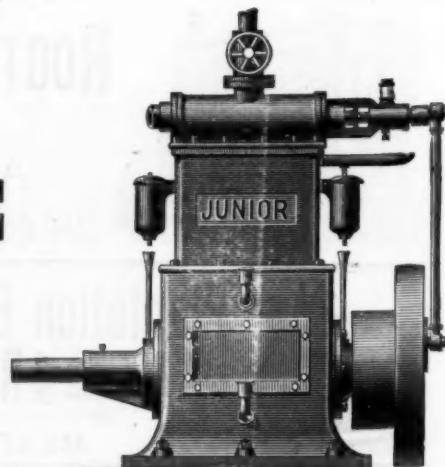
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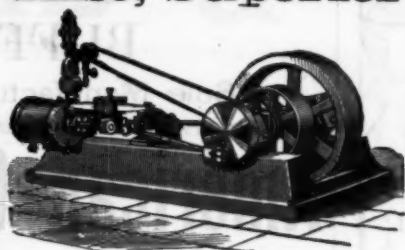
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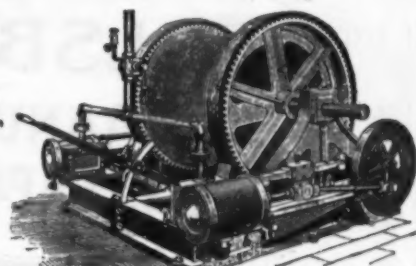


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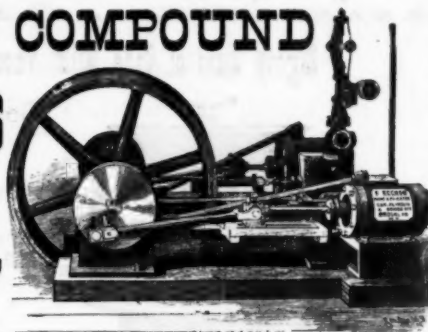
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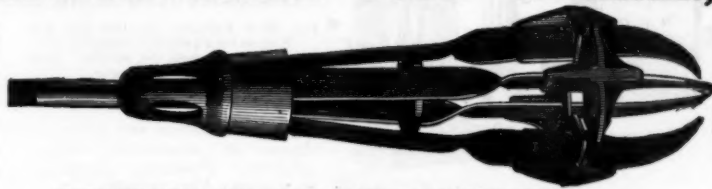
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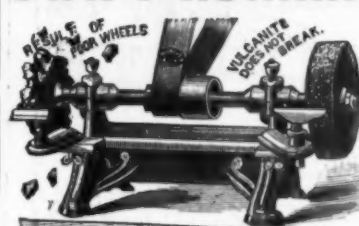
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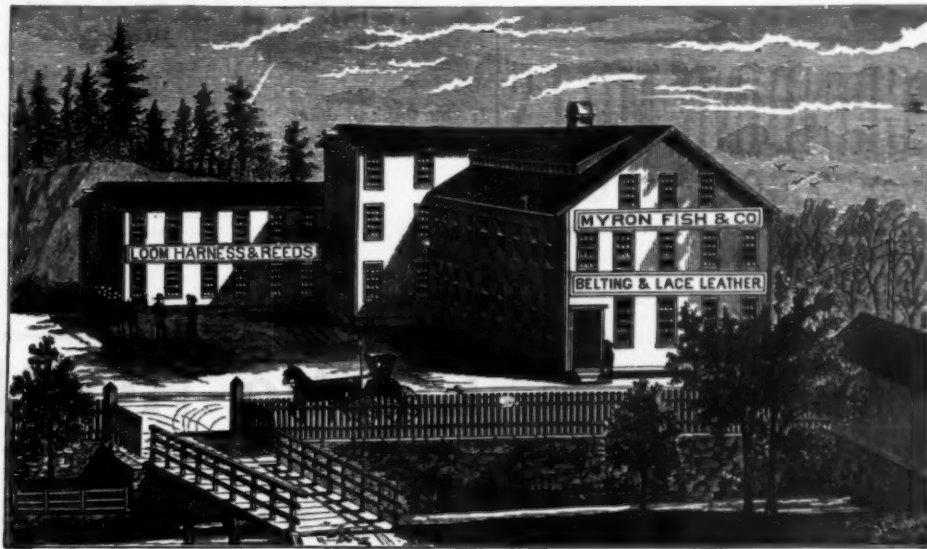
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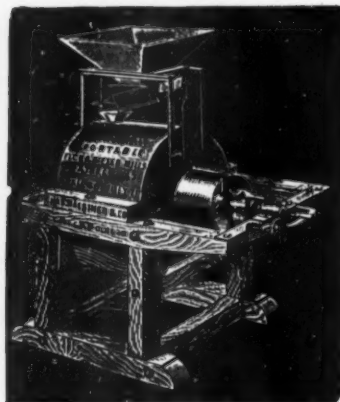
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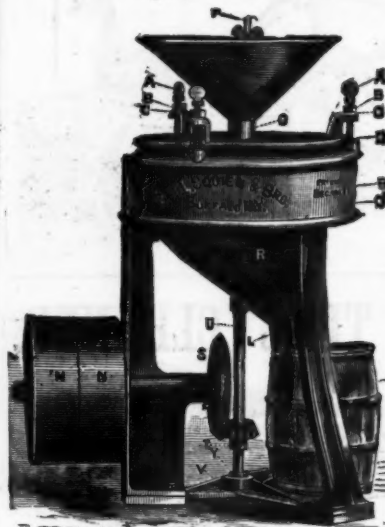
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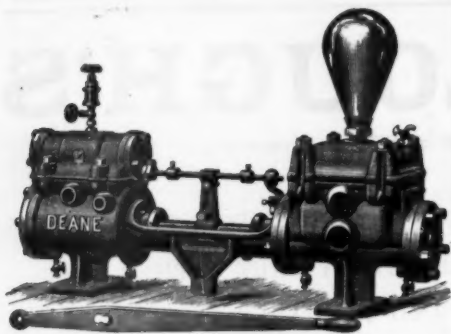


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IT BELTS THE EARTH AND MAKES THE MOON SPIN LIKE A TOP.
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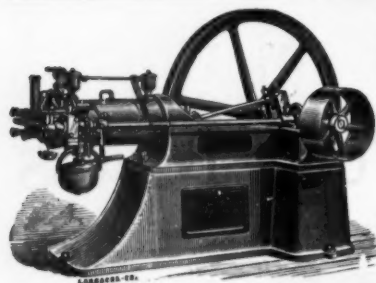
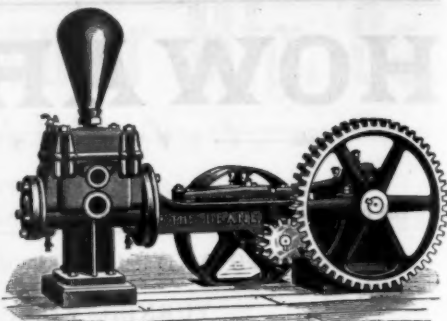
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Beyond dispute the United States has entered upon an era of development and growth without parallel in the history of this or of any other nation. The few feeble colonies that in 1775 asserted the right of self-government, and then joined themselves together to make a nation, builded wiser than they knew, but they left some things unsettled that required a century to set to rights. The first decade of the second century of our national life saw the beginning of a development that affects our whole country lying between the two oceans, from Canada to the Gulf of Mexico. While in localities there are complaints of hard times, while in many of the mechanical trades there is a spirit of unrest among the workmen, and while unfortunately there are demagogues in the land doing all they can to create turmoil and confusion, yet the fact remains that our population is increasing, that wealth is distributed more generally, and that, taking the country as a whole, civilization is spreading among the people of all classes and races as never before in the life of any nation. While all the foregoing is true as to the country at large, it is especially so of the Southern States. The weekly chronicles of the Construction Department of the MANUFACTURERS' RECORD tell a part, but only a small part of the story. Every new enterprise begun at the South, of whatever kind, is but a surface indication, so to speak, for the capitalist prospecting for good openings for investments, and for those seeking favorable opportunities for embarking in new industries. Mines, forests, water-powers, have each and all their attractions for capital, but in the waters along the coasts of ocean and gulf are others equally inviting. Our North Carolina correspondent has told our readers of the fisheries of Albemarle Sound, but has made no mention of the oyster gardens that the State is now surveying and offering for sale. Yet there are in those waters, according to Lieutenant Francis Winslow, United States Navy, (the practical expert, whose studies of oysters have made him the highest authority on the subject in this or any other country,) an area in North

Carolina waters suited to oyster gardening, that, if all utilized, would enable that State to supply a large part of the present demand. The fisheries along our coast from the Chesapeake to the gulf employ many men and much capital, while those in the bays and estuaries of the gulf are of even greater importance. Mobile and New Orleans ship live fish and oysters to the North and West, and some canning of shrimps and other sea food is done. But nothing has been attempted yet at any point south of Albemarle Sound on a scale at all commensurate with the magnitude of the opportunities nature affords. Shrimp, turtle, terrapin, may all be prepared in various forms, and made articles of commerce as readily and profitably as are corn, tomatoes, oysters or lobsters. The foreign demand for American canned goods, especially for meats, steadily increases, while all first-class family grocers seize with avidity upon every new preparation that adds to their assortment of table luxuries. There is no limit to the opportunities afforded along the Southern seaboard for the investment of capital in industries founded upon the gathering of the harvests of the sea. The only data at present attainable are the statistics of the tenth census, but these are of little use now. We understand that within a few weeks the United States Fish Commission will have ready for issue a report, now in the public printing office, containing a complete statement about Southern fisheries. This, if equal to other books that have been sent out under the auspices of Professor Baird, will thoroughly cover the subject, and be a valuable guide to all who wish to invest in any of the many industries which derive their raw materials from the sea.

Secretary Lamar on Southern Prosperity.

That distinguished Southern statesman the Hon. L. Q. C. Lamar, Secretary of the Interior Department, has an interview in the New York Mail and Express, in which he seems to be disposed to question the reality of Southern agricultural and industrial growth.

It is true that he somewhat breaks the force of his doubts by saying that he has very little personal knowledge of affairs in the South. It would seem that the news is too good to be readily credited by even as strong a lover of the South as this very able and patriotic gentleman is.

We will briefly notice Mr. Lamar's points. He takes the figures of the census of 1880 by which to measure the progress of the period from 1880 to 1887 with its marvellous expansion. This is a clear mistake. The periods must stand separate, each on its own bottom. The six or seven years since 1880 surpass the decade from 1870 to 1880 in every particular.

He cites a few cases like Charleston, Savannah, Mobile and New Orleans as falling behind the average growth in population in the United States.

Let us compare Southern and Northern growth in population from 1870 to 1880:

	Per ct. Growth.		Per ct. Growth.
Alabama.....	26.6	Connecticut.....	25.8
Florida.....	43.5	Maine.....	3.5
Georgia.....	30.2	Massachusetts.....	22.3
Louisiana.....	29.3	New Hampshire.....	9.0
North Carolina.....	30.6	New York.....	15.9
South Carolina.....	41.4	Pennsylvania.....	21.6
Texas.....	24.4	Vermont.....	5.5
Mississippi.....	36.6	New Jersey.....	24.8
Tennessee.....	22.5	Ohio.....	19.9
Virginia.....	23.4	Indiana.....	17.7
West Virginia.....	39.9	Illinois.....	21.1

This shows very well for Southern advancement in population. But the South has done better since 1880.

Mr. Lamar thinks the railroad towns have grown at the cost of the interior places, and that there has simply been a transfer of people from the country to the cities. Whatever might have been the probability of such an hypothesis as this being true from 1870 to 1880, it is negated by the general improvement shown since 1880 in the South.

But let us take some figures of growth from 1870 to 1880:

State.	Inc. Farm Values 1870 to 1880.	State.	Inc. Farm Values 1870 to 1880.
Alabama.....	\$11,000,000	Conn..Fell off \$	3,000,000
Florida.....	11,000,000	Maine..Fell off	500,000
Georgia.....	17,000,000	Mass..Gain	30,000,000
N. Carolina.....	57,000,000	N. H..Fell off	5,000,000
S. Carolina.....	24,000,000	N. Y..Fell off	16,000,000
Texas.....	110,000,000	Penna..Fell off	68,000,000
Mississippi.....	11,000,000	Vt..Fell off	20,000,000
W. Virginia.....	32,000,000	N. J..Fell off	62,000,000
		Ohio..Gain	73,000,000
		Ind...Gain	1,000,000

The contrast of Southern and Northern farm value growth is very favorable to the South, and rather strikes Secretary Lamar's theory a hard blow.

Mr. Lamar makes a point on the fact that the production of cotton from 1860 to 1880 did not increase as population grew and bases on this an argument against the reality of our Southern prosperity.

There are two defects in his logic: 1st. Cotton production on account of the war and the demoralization of of Southern labor fell off from 5,387,052 bales in 1860 to 3,011,996 bales in 1870. It was hardly fair to make the comparison with 1860. Yet from 1870 to 1880 cotton production reached its old figures and leaped beyond to 5,755,359 bales. And since then it has gone to beyond 6½ millions. 2d. But this is not all. The increase in other farm-productions tells the best story yet of Southern farm growth, and shows a valuable diversity of production:

	Irish Potatoes.	Corn.	Sweet Potatoes.	Oats.	Mules.	Wheat.	Cows.	Tobacco.
Alabama.....	50	60	50	400	75	50	60	200
Florida.....	50	40	125	400	..	..	..	..
Georgia.....	40	40	45	260	50	50	30	..
N. Carolina.....	..	60	50	20	60	75	20	90
S. Carolina.....	45	150	70	450	60	90	45	33
Texas.....	40	..	..	..	60	600	45	400
Louisiana.....	300	30	20	1100	25	..	..	..
Mississippi.....	30	30	120	475	30	..	60	650
Tennessee.....	20	50	50	..	72	20	20	40
Virginia.....	80	70	100	..	33	8	30	105
W. Virginia.....	30	75	50	..	200	60	40	..

These figures, percentages of growth in agricultural prosperity, tell how attention from cotton has been profitably diverted, and the varying of crops has demonstrated the learning of a practical lesson of great value.

Take into consideration the multiplication of manufacturing industries, creating new sources of wealth, and Secretary Lamar must be convinced that there is reality in the South's practical improvement.

Our Young Men.

The MANUFACTURERS' RECORD is always glad to hear from its younger readers and to learn that they derive practical benefits from its weekly output. It regrets greatly that it has not space to publish the many sensible letters it receives from them, or to reply individually to all who desire information. To do so would involve more time and work than can be spared from most engrossing duties. All this journal can do is to obtain the information desired in a form that will make it of value to all readers. It is hoped and believed that the multitude of young men, South and North, who look to the MANUFACTURERS' RECORD for facts that shall influence their business ventures, will be satisfied to follow up the suggestions and hints given weekly in these columns by personal investigations, instead of appealing for specific advice. The MANUFACTURERS' RECORD is a mirror of the life, activities and progress of the South. We believe there is no part of the world in which intelligent men with capital (whether the latter be represented by bank accounts, or by that skill in which brain and hand are in unison) can do so well as in the South. We go beyond that to say that we are sure it is above all others the place for young men. Understand us. Men who have no money beyond the supply of a week, have any right to go South, except upon a positive engagement, no matter how great their skill in any calling. On the other hand, no youth of Southern birth has reason to expect that he can earn a big salary anywhere without the training fitting him to perform the duties he desires to do. Business has its laws controlling all its operations, but in no one of them are they so stringent as in those relating to persons employed. In the cities from Baltimore to Bangor, along the Atlantic coast, the annual pay of merchants' clerks, in the earlier years of their service, would not cover their laundry bills. When they have learned their trade and made themselves serviceable, they are advanced from grade to grade in salary and position, until they finally find they have no unpaid bills, and are acceptable as members of those social clubs to which they have long and vainly aspired.

So to our young friends throughout the South, whose letters we gladly receive, although we cannot give them individual replies, we say this thing in all earnestness. Study the pages of the MANUFACTURERS' RECORD weekly, study those of your most influential local journals also, and finally study your own tastes and capabilities. If you will do these things there will come to you the revelation you are seeking, and acting on your own judgment with the guides you have adopted, you will score a success, no matter what the pursuit or calling you may finally adopt. The South of to-day is where it is because your fathers and elder brothers put their shoulders to the wheel. Do that yourselves in whatever vocation may suit you best, and you will succeed far beyond your most sanguine anticipations.

Southern Prosperity.

BY D. A. TOMPKINS.

[For the MANUFACTURERS' RECORD.]

In the face of all that is being written and asserted about Southern progress and prosperity, now and again we pick up a Southern paper in which it is averred that the South is growing each day poorer and poorer. And perhaps it is a paper the editor of which is known to be a scrupulously honest and truthful man.

The South is in a state of change. A condition of civilization which grew upon the basis of the institution of slavery is dying and fading away. A condition of civilization based upon the new conditions imposed by the results of the late war has commenced to grow and its growth is healthy and vigorous. There are tenacious people of fine education who are living in the dying conditions of ante-bellum life, some by obstinate preference, some of necessity. These constitute the old South. They are as a rule growing poorer day by day and will continue to grow poorer until the most tenacious of them pass out of life, and with them will go the system to which they persist in adhering.

The people who have adapted themselves to the new conditions imposed by the results of the civil war constitute what we are beginning to hear called the New South. They have divorced from their minds the idea that for a Southern man there is no occupation but raising cotton with negro labor, and that free negro labor constitutes a curse to a country. The new South finds within the South unlimited raw material from which products required by the whole world may be produced. The new South finds that the conditions which surrounds these vast resources in raw material are such that only energy and good judgment are required to produce many articles of commerce cheaper and better in the South than can be done in any other country in the world.

The New South is of healthy growth. It is already a young giant. It is absorbing the assets of the old and adding to them at the same time by turning the raw material of the country, heretofore mostly untouched, into products from the sale of which come handsome profits.

In the Piedmont region of North and South Carolina cotton factories are springing up quietly but with a rapidity equalled nowhere in the United States in any industry, except by that of iron-making in Alabama and Tennessee.

While the opportunities of an iron maker in the South are excellent, it may admit of argument whether there are not many places in Pennsylvania or Ohio where they are not as good, or better, but the superior advantages enjoyed by a cotton spinner operating in the South are conspicuous. Much cotton is now being spun in the South which comes direct from the field to a gin which is part of the equipment of the factory. This cotton is free from innumerable little losses to which cotton shipped to the New England States, or abroad, is liable, in the way of sampling, cost of freight, damage by careless handling in the mud and otherwise at railway stations, &c. The profits of Southern mills are evidence of these advantages. The only difficulty experienced so far in the development of the industry of cotton spinning in the South has been the lack of experience of proprietors and operatives. By the energy of enterprising men, this difficulty is being rapidly overcome. The late E. M. Holt, of Alamance county, N. C., was a pioneer. He was eminently successful in his efforts to operate machinery for spinning and weaving cotton. His sons seem to have inherited his energy and his enterprise, and each of them is largely interested in factories that have been established either by their father or themselves.

In the same county Messrs. Scott, Donnell & Scott have demonstrated that a small factory may be as successful as a large one if it is handled with the same care and

judgment. The junior member of the firm, Mr. John Scott, has taken hold of the work of the factory in a manner and with a success that makes him a worthy example to other young Southerners whose businesses furnish neither sufficient occupation nor profit to satisfy them. He is neither afraid to work nor to be seen working.

All along the Piedmont belt there are men who have attained to such success as entitles them to distinction. Notable amongst them may be mentioned D. W. Oates, superintendent of the Charlotte, (N. C.) Cotton Mills, and R. Y. McAden, of Charlotte, founder and proprietor of the factories at McAdenville. Both have increased the investments which were originally made at the factories they manage by handsome profits.

In Randolph county, on Deep river, there are factories in quick succession as we travel down the river—at Randleman, Naomi Falls, Worthville, Franklynton and many others. Amongst the men who have contributed to the growth of these enterprises are John H. Ferree, T. C. Worth and Hugh Parks.

On the other side of the line of the R. & D. R. R. and in the same locality are the twin towns of Salem and Winston, and here we find many men of enterprise and much diversity of industrial pursuit. It is not to spinning cotton alone they give their attention. Messrs. F. & H. Freis make an excellent cloth, and the neat suits of clothes they wear are made of cloth which is spun and woven in factories which they themselves have built and are actively engaged in managing. At this place also is a large interest in the manufacture of tobacco, and numerous factories have grown up in a few years. Haynes, Brown, Vaughn and others have built large tobacco factories, and they utilize negro labor and have found it profitable. Durham is another point where enterprising people have turned raw material into valuable product, and have created wealth out of what was formerly left by their forefathers as worthless. From Durham and Winston shipments of manufactured tobacco are made to all parts of the world. Tobacco alone is not the only manufactured product that goes out of Durham—cotton and wool are spun there, and in these latter enterprises J. M. Odell, of Concord, has interests, as well as the interests he has at his home in Cabarras county.

C. E. Hege, of Salem, is turning North Carolina pine wood into saw mills, which are being shipped to all parts of the United States, and in return therefor other products are coming into North Carolina. W. F. J. Liddell, of Charlotte, has within ten years built up a machine shop the total value of which is so much addition to the wealth of the State. He ships cotton presses throughout the South, and his cotton presses, saw mills, in fact most of his products are simply North Carolina raw material turned into finished and marketable machines.

One of the neatest strokes of enterprise anywhere in the South was that of E. D. Latta, of Charlotte, in establishing about 2 years ago a factory for the manufacture of ready-made pants out of cloths woven mostly in North Carolina. His shipments are to Northern points as well as Southern, and his factory would be a valuable addition to the enterprises of any town North or South.

The above cursory references are far from giving an adequate idea of the extent to which North Carolinians are utilizing the raw materials of the State, and producing therefrom, with North Carolina labor, products, the sale of which is making the State rich.

The gold mining interest is no small one, and at Charlotte, the Mecklenburg Iron Works, a large machine shop, is kept largely occupied with the equipments of machinery for gold mines and the repairs connected therewith.

In the western part of the State marble of fine quality is quarried; mica is mined in very large quantities. The mountain re-

gions are becoming well known and popular summer and winter resorts, not for the people of the State and the South, but for the whole United States.

It is pleasing to note the diversity of enterprise, as exemplified in the spoke and handle factories at Greensboro, the shuttle and shuttle block factories at High Point, in the preparation of barrel, stave and spoke and felloe stock at Lexington and Thomasville. There in operation in North Carolina over 275,000 spindles, and the factories belong to and are operated by North Carolinians, and the number of their spindles is increasing.

It was the intention in this article to speak more particularly of North Carolina, but, leaving the State and keeping mainly within the Piedmont belt, we find at Clifton, S. C., splendid properties under the management of D. E. Converse, and to his credit it may be said they are properties founded and built up under his management.

Thirty miles farther westward is Greenville and Col. H. P. Hammett, with his Camperdown Mills and his Piedmont Mills and other properties, and he pays to his stockholders dividends, whether times are good or whether they are bad.

Atlanta is full of enterprise and enterprising men, and the growth of that city is a fair example of the results of Southern raw material and Southern labor combined. Here, too, the diversity of enterprise is marked. Here it is possible to contract for the products of cotton or cotton-seed. Here are the headquarters of marble companies supplying marble as fine as the Italian stone. Granite is supplied for paving the streets of cities to the North and West. Here are manufactured cotton gins, steam engines and various machines used in the preparation of cotton for the market. In Macon J. F. Hanson is the successful manager of two splendidly equipped cotton factories, and at Columbus there are the Eagle and Phoenix mills, than which none in Massachusetts have been more successful.

In Alabama O. O. Nelson, of Montgomery, and Geo. O. Baker, of Selma, have been foremost in the development of the new industry of crushing cotton seed for its products. And in connection with the growth of the iron interest the names of Dr. Caldwell, of Birmingham and A. H. Moses, of Sheffield, are more than well known in connection with the growth of two cities and the marvellous multiplication of the original dollars invested by the corporations of which they are the heads. Both these gentlemen undertook the management of the affairs of the companies they now represent at a time when prospects did not look bright, and when the stock of the respective companies was not particularly marketable. Under their management the properties they control have increased in value more than any other properties in the United States have ever been known to do before. While these places stand conspicuous for their growth from almost nothing to marvellous wealth, other places have grown also and other men in lesser degrees have done excellent work in Chattanooga, Anniston, South Pittsburg, &c., &c.

With all this improvement and marvellous progress how is it that we now and then see in a well-written public journal that the South is growing poorer. It is because the editor lives amongst people who have not yet consented to give up antebellum ways and ideas. Many a man who formerly owned a hundred slaves and lived handsomely on a plantation is maintaining a slipshod semblance of the same sort of life and is trying to raise cotton with free labor as he raised it with slave labor. He honestly believes he cannot afford to pay a negro laborer any except the most meagre wages, because he don't earn any more, and the negro in his turn is indifferent about whether he works or not, because he is so ill paid. The truth of the matter is that the average antebellum slave owner is a poor manager of free negro labor. Each year the labor is leaving the

plantations and farms, and is being engaged in the new industrial pursuits.

There are plantations within the writer's knowledge on which the amount of labor formerly employed was not less than fifty able-bodied hands, and on which to-day there is not a real first-rate hand, but only some half-dozen indifferent workers, and yet the families who own the places are still trying to maintain the appearances of the life they led when the place swarmed with slaves. They are growing poorer, of course, but an energetic man with a taste for farming could take the same place and make good wages and 50 per cent. per annum on the money value of the place, and that raising cotton, too, at 8 cents per pound. But to do it he would have to take the first row himself and pay fair wages to a good hand to take the second. A large part of the white rural population in the South was formerly wealthy, and could control labor enough to support it without work. The conditions under which that was possible have passed away. The mineral resources and the industrial pursuits of the South have come into quick prominence. The ore and coal beds of Alabama have existed for centuries. To turn them into wealth was only a matter of judicious labor.

The cotton which Southern people have only lately begun to spin with such profit has been here all the while slavery existed. It would seem that where an acre of ground can be made to produce a bale of cotton worth forty to fifty dollars with no more expense nor labor than a Northwestern acre can be made to produce forty bushels of corn worth fifteen dollars, that for the farmer the South is certainly the promised land even more than for the cotton spinner or iron maker. If farming were done in the South with the same method and energy that the iron maker or spinner bestows upon his business, it is beyond a doubt that its fame as a rich agricultural country would be not one whit less splendid than it was in days of slavery. A farm laborer should be paid for a year's labor at least the sum of money that would pay for his food and clothes while he was a slave, and in addition thereto a sum that would be a fair interest on the value of himself and family while slaves.

The South stood once one of the foremost and richest agricultural countries in the world. The soil upon which she raises cotton now is the same as that upon which she raised it then. The prices obtained now is more than then, and the cost of labor now is less than then if the maintenance of slaves and interest on investment be taken into consideration.

The next Southern "boom" should be a farming boom. The soil of the South is as superior to that of the rest of the United States as her mineral and forest resources are. Her climate is as fine as that in which ancient Rome attained the highest of all civilizations within the knowledge of history.

The parts of the South in which the old is slowest to give way to the new are the very parts in which most success was attained under the old system. They have the most to unlearn. In the coast cities, which were formerly the centers of all the wealth, their engines are old and they abhor modern types. It is not realized that a gentleman and a mechanic may be combined in one mass. It is in these regions also that the systems of farming is least changed, and it is in these sections that most of the people live who are growing poorer in the South. But as the natural wealth of the other parts of the South laid for a long time untouched, but finally came quickly into notice, and was rapidly developed, so we have every reason to believe that all the land formerly worked with profitable results may be worked again, and will be worked again with similar advantage.

What is said regarding the increasing poverty of the plantation Southerner is said

in no spirit of reproach. It is his misfortune to be a part of a system that is slowly but surely passing away. The labor upon which he formerly depended is gradually leaving him, and part of it is going West, and part is being absorbed by the cottonseed oil mills, the new railways, the tobacco factories, and the various other new enterprises being brought into existence by the new spirit of enterprise as exemplified in the history of the successes of Hammett, Moses, Oates, Carr, and others. The Southern planter created the cotton producing industry. By means of it alone he made the South rich and powerful. The system by which his success was attained fell with the institution of slavery. Entwined as our pride and affections are in the old planting system, and all that is associated with it, we cannot see it pass away without regret, but, as we look for success in the future, we must recognize the fact that new ideas of life have taken a firm hold of the South, and to succeed and prosper we must spin cotton or farm alike in the light of the new order of things.

The West never did offer the opportunity to accumulate wealth farming that is now offered to any one in the South. Rich as her other resources are suddenly discovered to be, she was once rich as the result of farming, and it is idle to claim that there is less profit in working land by free labor than by slave labor, and there would seem to be no reason why farm lands in the South to-day should not be one of the best of all the opportunities for investment she is offering.

Movements at Huntsville, Ala.

HUNTSVILLE, ALA., May 25, 1887.

Editor *Manufacturers' Record*:

The coming boom of Huntsville, of which I wrote you some time ago, is rapidly materializing on an extensive scale. Our street cars are now running regularly, and they give the town a real city appearance. The new larger water mains are being rapidly put down. The pipe is also laid from the Hotel Monte Sano, 3 miles distant, to the big spring in the city, and water will be carried to the hotel by a force pump. Water from Cold Spring, on the mountain, will also be carried to the hotel. This spring is naturally the coldest in the country. Hotel Monte Sano, costing near \$100,000, is now finished and ready for guests. It opens June 1st, and on the evening of the 2d a grand ball will be given to chronicle the formal opening. In all respects it will be equal to any similar occasion ever held in the South. Monte Sano is the Southern extension of Cumberland mountain, and is 1,700 feet above the level of the sea. The purity of the water, bracing mountain air and charming scenery of beauty and grandeur are unsurpassed on the American continent.

Work has begun on the Huntsville Hotel, in this city. It will be greatly enlarged, a stone and glass front put in, with all modern conveniences, and made second to no hotel in the country. It and the Mountain Hotel are owned by the North Alabama Improvement Co., at the head of which is Col. James F. O'Shaughnessy, of New York, a gentleman of large means and great enterprise. He has recently associated with him Col. E. A. Burke, of the Times-Democrat; Capt. Sam'l H. Buck, late post-master of New Orleans, who is general manager; Mr. I. Aldige, of New Orleans, a gentleman of large means, and Col. Burns, of Memphis, who is also a large capitalist.

Considerable building and extensive improvements are going on in the city.

The Huntsville & Elora Railroad is being rapidly pushed forward, and it is the intention of President Thomas, of the N. C. & St. Louis Railway, to double the present force of 200 hands, so as to have through trains from Nashville running to Huntsville, by the time of our fall fair in October. This section is attracting very great attention in the North and Northwest, and farmers are coming in every few days and buying farms, and others buying city property for delightful homes.

The Birmingham & Huntsville Railroad is also being rapidly built. In the last two months 27 miles have been graded, and by May, 1888, the cars will be running through from Birmingham to Huntsville.

BEN P. HUNT.

A Prosperous Town in North Carolina.

[Special correspondence *MANUFACTURERS' RECORD*.]

EDENTON, CHOWAN COUNTY, N. C.,
May 20, 1887.

After fishing, trucking. No sooner are the people discharged from the first than they find employment at the second industry. Last Saturday afternoon and evening I saw on these streets how both helped to maintain this city. Three blocks of Main street were crowded with country carts; the sidewalks and stores with happy negroes. All wore their good clothes and were full of the holiday spirit, but not of intoxicants. A more orderly, good natured, jolly set of men and women cannot be found. Some of them had been picking peas all the week; for others it was the first chance to do any trading since they got through at the beaches. The merchants and their clerks had all they could attend to, and before midnight more than \$4,000 was taken in at the various stores. As all the early crops, from snap beans to watermelons, are in promising condition, and there is the prospect of an unlimited supply of whortle and blue berries, merchants expect a repetition of that trade every Saturday from now until August. In round numbers the money from the fisheries and the truck farms spent by their negro laborers are worth to the retail trade of Edenton in three months \$175,000 cash. Add to this the trade from the owners of the fisheries and plantations and from the many tenant farmers of the surrounding country, together with what comes by boats from other points, and the total accounts for the number of stores and the considerable stocks that many of them carry. It is rather surprising, however, that no grocer of large means has established such a store here as is found at many other places not half so eligibly situated. Groceries are kept in general stores in small stocks, but no one here attempts to do a jobbing trade, or anything approximating it. Yet there are few places where a better opening exists for a first-class wholesale and retail grocery. One established here with a large stock suited to the country trade, that would sell at Norfolk prices, and take pains to let the people know it, would have all the business it could handle. Edenton needs a bank greatly. The Mayor of the city, Hon. J. K. B. Hathaway, an energetic and public-spirited citizen, is the only banker here. He buys and sells exchange and receives deposits when requested, but he tells me there is need of something more extensive than this. The fishermen, the truckers, and the cotton growers are generally paid in checks from Boston, New York, Philadelphia, Baltimore and Richmond. The merchants buy their goods North, and have occasion to remit frequently. Outside of Mayor Hathaway's office, and private bankers at Elizabeth City, the nearest facilities are at Norfolk. The fishermen on the Roanoke and Chowan, the merchants in the towns built at frequent intervals along those streams, would all be customers of a national bank at this place. A capital of \$50,000 could be employed to great advantage, and there are those here who would gladly take stock in one. There are opportunities for business not now improved, that probably would be, were banking facilities at hand. I can discover no reason why this place should not again engage in a modest way in the West India trade. This country furnishes a sufficient variety of exports, though not all it once did, and is a great consumer of sugar, molasses, salt and other products of those islands. With a considerable population in the country bordering on the Alligator, Chowan and Roanoke rivers and their tributaries, on Roanoke Island and on the banks, to look to for customers, it could easily compete with Norfolk in supplying them with West India goods. The wholesale grocer that is not but ought to be located here could do such a business successfully. Edenton is still a port of entry I am told,

but the business done at the collector's office must be almost nominal.

A canning establishment for fruits and vegetables, a factory for working juniper and cypress into all merchantable forms, one for making paper pulp, a barrel and keg factory, a lumber and shingle mill are among the things that might be established here with benefit to those who did it, and to the community. There was here a few days since, S. E. Briggs, of 550 Water street, New York, also of the Roanoke Heading & Stave Co., of Williamston in this State. He came to look into the probabilities of business for a barrel and keg factory if established here. His company has a process by which sweet and red gum can be made into barrels, thus furnishing another to the few uses to which these kinds of timber are at present applied. In all the lowlands, from the sea coast westward for a hundred miles, gums are among the most numerous timber trees. A market for them would make many land-poor people rich. The process employed in preparing the wood for the cooper will make the heart of the red gum a cabinet wood, for it is of finer grain and of a richer color than black walnut. The trouble has been to prevent it from warping. This has been overcome, it is said, which, if proved to be a fact when the process has been applied to long boards and planks, will make red gum a valuable ornamental wood.

Edenton has two hotels, excellent for a place of this size, two newspapers, the Fisherman and Farmer, a bi-weekly, and the Albemarle Enquirer, published weekly. There are churches for whites and blacks, each race having the choice of several denominations, and schools, both common and private, for the children. There are three trains daily each way between here and Norfolk, a daily boat from and to Plymouth and other places on the Roanoke river, and three times a week there is steamboat communication with Franklin, Virginia, and with Murfreesboro, in this State, by way of the Chowan and its tributaries. A week hence a steamer will begin to make daily trips between here and Roper, the new milling town on Kendrick's creek in Washington county, about 10 miles distant, which is the starting point of the Pantego Railroad, now under construction. Besides these various established lines of communication with the country immediately about her, Edenton has to the South the great corn counties of North Carolina, and still beyond are Washington and Newberne, with their live men and their industrial products, all these accessible by water and opening up chances for a coasting trade, that, following the indentations of the shore and the river navigation, would cover several hundred miles. This great inland sea, composed of Albemarle, Pamlico and the lesser sounds, with all the rivers pouring into them that are navigable for many miles into the interior, furnish an opportunity for and an incentive to enterprise that the merchants of Elizabeth City and Edenton, of Washington and Newberne, will some day accept and in generous competition with each other will build up a traffic of large proportions. Competition is not only the life of trade, but also its developer, and in this vast region which nature has made so rich, but in which man has done comparatively little as yet, there can be, by the exercise of proper and persistent enterprise, a magnificent development.

In one way Edenton is preparing to take a hand in this development. Lying beyond Hayes, the magnificent estate where Governor Sam Johnston lived, and where Judge James Iredell won his pretty wife before the American Revolution, is a large tract of woodland known as Cherry Hill. It is a bold bluff covered with forests, mainly of pine, and looks out over the broad bay and the broader waters beyond, upon a scene of surpassing beauty. The people of Edenton are very proud of their lovely bay, and with good reason, for at all times it is a pleasant sight to look upon. Inspired by what they

have read and heard of the need for a greater number of spring resorts for Northern tourists than there now are, and knowing the delightfulness of their climate in March, April and May, they have, in conjunction with State Commissioner Patrick, arranged for the purchase of this property and for surveying it and preparing it for occupancy. It is their intention to offer lots for sale at such low rates that people will build cottages and lay out the grounds there, and so have a healthful and pleasant home during those months that are the most trying of the year when Florida is altogether too warm, and the air of their Northern homes too bleak for either health or comfort. There will be plenty to interest and amuse such a colony. Besides the many attractions of Edenton, and the fine drives through the country, when on the farms all spring operations will be in progress, there will be visits to the fisheries to be made, to Roanoke Island, to Elizabeth City, Plymouth, Franklin, Murfreesboro, Washington and Tarboro, with hunting for such as fancy that sport. The project is in chrysalis as yet, but Wm. J. Leary, Jr., Esq., a go-ahead young lawyer, assures me that there is no question but that the plan will be carried through to completion.

At Avoca, on the opposite side of the Sound, Doctor Capehart has a surveyor employed in laying out the land between the Sound, the mouth of the Chowan river, and Salmon creek, with the purpose of establishing a similar resting place for weary business men and pleasure seeking tourists. This also is a high bluff from whose banks can be seen in one direction the broad sweep of the Sound, and in the other the long stretch of the sparkling Chowan bordered by forests of living green. Both sites have advantages which will make each attractive to the denizens of the other. They can never be rivals, but instead each will assist the other by helping to draw visitors to both resorts.

Doctor W. R. Capehart is no ordinary man. When a boy he left school at the age when most lads are at their play and studies, and became his father's assistant on the plantation and at the fishery, because that gentleman, having been on the paper of a relative for more than \$100,000, found himself called upon to pay the debt. It took many years to accomplish it, but at last it was done, and then the young man resumed his studies, graduated at a medical school in Philadelphia, and later spent some years in New Orleans' hospitals, after which he returned and commenced practice at Edenton. Then the war found him and carried him off in its vortex as an army surgeon. He served on the field in many great battles, was in charge of large hospitals, and medical director on general staff, and when Lee surrendered at Appomattox he came back with pluck unabated, honor maintained, but everything else gone. He resumed practice and in a year had made money enough to bring back his grandfather and father and their families from where they had been staying as refugees, to the old estate, and also he assumed charge of the plantation and fishery at Avoca. Later he bought the Scotch Hall fishery also, and since then has run them both. He no longer practices medicine except among his dependents and immediate neighbors, but devotes his energies to the two large interests of land and water. His plantation is a model of careful agriculture for his tenants, of whom there are many. He is fond of animals and fowls, and is a breeder of thoroughbred stock, horses, cattle and swine. Some of his colts are beauties, and his Holsteins are fine animals. Some distance in the rear of his spacious mansion is Salmon creek, in which his geese and ducks disport themselves, and on its banks, often on the further side of the stream, they make their nests and rear their young. In the grounds allotted them are all kinds of barn-yard fowls. This princely estate of 4,000 acres was in 1697 purchased of the Lords proprietors by a wealthy English gentleman named William Duckenfield, and was held by his lawful heirs until the Revolution, when it was confiscated and sold by order of the Provincial Assembly, as were all other properties belonging to royalists. It has had since then several owners, but not one that knew how to use it to better purpose than its present genial and hospitable possessor.

B. S. P.

CONSTRUCTION DEPARTMENT

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

ALABAMA.

Anniston.—Gatchell & Sons have received the contract to furnish 2,000,000 brick for the new furnaces of the Woodstock Iron & Steel Co.

Anniston.—The Ledbetter & Co. Land & Loan Association will erect a fine building corner of 10th and Noble streets.

Anniston.—It is stated that arrangements are being made for the building of a belt railroad around Anniston.

Anniston.—J. M. Anderson has started a mattress factory.

Anniston.—A union depot is to be erected soon.

Ashville.—The Pawnee Land & Mineral Co., previously reported, have organized with John L. Hammond, of Savannah, Ga., as president; John W. Inzer, first vice-president; T. Harrison Garrett, Baltimore, second vice-president; James Sloan, Jr., Baltimore, third vice-president, and Clavius Phillips, Savannah, secretary. The capital stock of \$200,000 has been increased to \$1,000,000.

Bessemer.—William & C. Berney, of Birmingham, will erect a bank building.

Bessemer.—Water works are to be built soon. The De Bardeleben Coal & Iron Co. can probably give particulars.

Bessemer.—The Bessemer Printing & Publishing Co. will erect a 4-story building to cost \$20,000.

Birmingham.—The Elyton Land Co. are negotiating for the removal of several large iron manufacturing plants from the North to Birmingham.

Birmingham.—Frank Owen and John S. Jemison have incorporated the Walker County Coal Oil Co., to prospect for coal oil near Jasper.

Birmingham.—W. W. Davin, D. W. Nash, Woodlawn; and R. A. Carlin, Hammond, La., have chartered the Jefferson County Terra Cotta Wood Co., capital stock \$25,000, to manufacture terra cotta wood.

Birmingham.—The Alabama Mineral Bureau has been organized to develop the gold and silver of Alabama and Georgia. Mr. Montgomery is president.

Birmingham.—The Birmingham Clothing Manufacturing Co., capital stock \$10,000, has been chartered.

Birmingham.—The Birmingham Rolling Mill & Manufacturing Co., capital stock \$300,000, has been organized by parties from Cincinnati, O., and Jamestown, N. Y. Work on their plant will be commenced shortly.

Birmingham.—Samuel R. Lowery, Adora A. Lowery and Anna L. Lowery, of Birmingham; Carrie A. Lowery, Avondale, and Ruth M. Lowery, of Huntsville, have chartered the Silk Culture & Industrial Academy, to cultivate and manufacture silk.

Birmingham.—The Birmingham, Irondale & Oxmoor Railroad Co. will survey their road at once.

Blockton.—The Cahaba Coal Mining Co., of Woodstock, will open new mines and build about 150 or 200 coke ovens.

Bolling.—Milner, Caldwell & Flowers are erecting a large saw and planing mill.

Calera.—The Calera Brick Co. will add some new machinery.

Decatur.—The Decatur Land, Improvement & Furnace Co. are negotiating for the removal of extensive machine works to Decatur.

Flint.—Brick works are being erected by Williams & Kennedy.

Florence.—The West Florence Land & Manufacturing Co. has been formed by J. B. White, L. C. Hudson, D. J. Jones, Frank Jackson, Peter A. Patrick, W. E. Blair and others.

Florence.—The contract to erect a 3-story brick building for the Florence Land, Mining & Manufacturing Co. has been let to Hubbell & Holsford, of Fulton, Ky., and Mr. McGucken, of Lewisburg, Tenn.

Gadsden.—The Gadsden Hotel Co. have let the contract for the brick and stone work of their hotel to J. M. Chadwick. Gwin, Hicks & Lane have the contract for the wood work.

Greenville.—The capital stock of the Greenville Lumber & Manufacturing Co., reported last week as incorporated to erect a saw mill, is \$20,000. The incorporators are J. T. Perry, S. J. Bolling, Sr., J. O. Bryan, J. B. Powell and others. The company will build a tram road about 7 miles long.

Jacksonville.—It is rumored that an iron furnace is to be built. If true, the Jacksonville Land Co. can probably give information.

Kennedy.—A steam saw and grist mill and a cotton gin are being erected.

Mobile.—Northern parties are negotiating for the Mobile Cotton Mills. If they purchase, a stock company will be formed to improve the mills.

Mobile.—The contract to build 45 miles of the Mobile & Birmingham Railroad, from Choctaw Corner to Marion Junction, has been let to John H. McClain.

Mobile.—The Seaboard Manufacturing Co. will erect an electric light plant. They have purchased machinery. The company have lately bought 30,000 acres of timber lands.

Oxford.—Brewer & Kennedy have received the contract to build the hotel previously reported.

Perdido.—The Baldwin Lumber Co., reported last week as building a saw mill, will add a planing mill and steam-drying kiln when the saw mill is completed.

Powderly.—The Powderly Cigar Co., capital stock \$10,000, has been incorporated.

Randolph County.—Mica mines are to be developed by parties from Chattanooga, Tenn.

Shelby Iron Works.—The Shelby Iron Co. will remodel their No. 1 furnace.

Talladega.—Proposals for erecting a three-story brick asylum will be received until June 15 by J. H. Johnson.

Trout Creek.—The St. Clair Coal Co. will be reorganized soon. The output of their mines will probably be increased.

Troy.—G. W. Henderson, of Baltimore, Md., is interested in the \$25,000 stock company reported last week as being organized to erect a cotton-seed oil mill and fertilizer factory.

Tuscaloosa.—The Tuscaloosa Cotton Compress Co., capital stock \$30,000, has been organized with T. N. Hays as president; H. F. Hill, vice-president, John R. Kennedy, secretary and general manager, and E. N. C. Snow, treasurer. Will erect a compress at once.

Tuscaloosa.—Negotiations are pending for the erection of an electric light plant.

Tuscaloosa.—The Tuscaloosa Brick & Tile Co. are enlarging their plant and will erect a saw mill.

Walker County.—W. A. Battle is preparing to develop oil lands.

ARKANSAS.

Antimony City.—The United States Antimony Co. will open new iron mines during July.

Daleville.—The Arkadelphia Lumber Co., of Arkadelphia, are erecting a large planing mill.

Fort Smith.—A. L. Pogue, of Richmond, Ind., has improved the Fort Smith Water Works at a cost of about \$100,000.

Hensley.—Mr. Hensley contemplates erecting an axe-handle factory.

Hensley.—Mr. Stevens has added planing machinery to his saw mill.

Hensley.—J. F. Smith has started a brick yard.

Hot Springs.—The Phoenix Mining & Smelting Co. are negotiating for four extra furnaces.

Little Rock.—The Missouri Pacific Railroad Co. (office, St. Louis, Mo.) will build a hospital.

Little Rock.—The Memphis & Little Rock Railroad has been sold to parties who will, it is said, extend it to Hot Springs, and thence to some point in Texas.

Malvern.—The Hot Springs Branch Railroad Co. will build a round-house.

Pine Bluff.—Arthur Murray and Thomas S. James have contracted for an \$8,000 brick building.

Pine Bluff.—The Catholics will erect a church and parsonage to cost \$18,000.

Pine Bluff.—The Episcopalians will build a church and are receiving bids. W. M. Scarborough can give information.

Texarkana.—It is rumored that the Armour Packing Co., of Kansas City, Mo., will build a cotton-seed oil mill.

FLORIDA.

Anthony.—Jesse Stranahan and D. A. Smith will develop limestone quarries.

Arcadia.—A lumber mill is being erected.

Baldwin.—The Florida Railway & Navigation Co. (office, Fernandina,) contemplate building a hotel.

Bellevue.—E. Converse will start a spoke and handle factory.

Bonifay.—Mr. Holmes is erecting a mattress factory.

Bronson.—J. V. Burke has sold 34,000 acres of timber lands to Michigan parties, who will build a large lumber mill.

Bridgeport.—Machinery has been purchased to erect a saw mill. Mitchell Renz can give particulars.

Bryceville.—L. B. Davis & Bro. contemplate building a large saw mill and a lumber railroad.

De Funiak Springs.—The contract to build the court-house, previously reported, has been let to S. S. Leonard at \$10,000.

De Land.—An electric light plant is to be erected.

Eden.—It is reported that a hotel and a canning factory are to be built. T. E. Richards can probably give particulars.

Gainesville.—Mr. Pratt, of Georgia, is testing phosphate lands for parties, who will develop if found satisfactory.

Jacksonville.—There is some talk of a cotton compress and warehouse being erected.

Jacksonville.—D. P. Warner, of Arredondo, contemplates moving his wine factory to Jacksonville.

Key West.—A cigar factory will be started by Mr. Pendar, of New York.

Lake Worth.—The Jacksonville, Tampa & Key West Railroad Co. (office, Jacksonville,) will build a seven-mile railroad from Lake Worth to Jupiter.

Sanford.—Louis McLain has received the contract to extend the South Florida Railroad to Black Point.

Sanford.—A. N. Cooley, of Pittsfield, Mass., and C. C. Turner, Chicago, Ill., are erecting a moss factory.

Suwanee.—A \$25,000 seminary is to be built. James H. Atkin can give information.

Tallahassee.—Bills have been introduced in the legislature to charter the Eufaula & St. Andrew's Bay Air Line Railroad Co. and the Pensacola Electric Light & Power Co.

Tallahassee.—The name of the company reported last week as to build a railroad from St. Lucie to Wahneta or Lakeland, is the St. Lucie & Lakeland Railway Co.

Tampa.—S. B. Knight has purchased saw mill machinery.

Tampa.—The Tampa Electric Light Co. have reorganized as the Tampa Electric Light & Power Co., with John T. Lesley as president. The capital stock is \$30,000.

Titusville.—Water-works are to be built. E. B. Wager can probably give information.

GEORGIA.

Americus.—The Americus Guano Co. is the name of the company reported last week as being organized to erect a guano factory and an oil mill. The capital stock is \$25,000. John M. Green, of Atlanta, is president, H. C. Bagley, secretary and treasurer, and R. F. Sams, manager. Buildings will be erected at once, a site of 10 acres having been purchased.

Athens.—The Athens Foundry will build a brick warehouse.

Atlanta.—John T. Cooper will receive proposals for building an iron bridge of three spans (120 feet each) and 500 feet of trestle work, until July 18.

Atlanta.—Joseph T. Eichberg, Solomon Benjamin, Samuel Benjamin and Morris Benjamin have chartered the Atlanta Ice Co., to manufacture ice. The capital stock is \$25,000.

Atlanta.—The report referred to last week that the Marietta & North Georgia Railroad (office, Marietta,) will be built to Atlanta, is correct. The gauge will be made standard. The road has been consolidated with the Georgia & North Carolina Railroad.

Atlanta.—P. H. Shook, W. M. Scott, James Finley, J. S. Parks, H. N. Grady, A. H. Cox and others will charter the New South Woven Cord Furniture Co., to establish the branch factory of the Woven Cord Furniture Co., of Chicago, Ill., previously reported.

Augusta.—The Georgia Bleachery Co., previously reported, has been temporarily organized with Charles Estes as president, and James P. Verdery, secretary. A committee has been appointed to select a site for their plant, which is to have a daily capacity of from 50,000 to 75,000 yards of cloth.

Brunswick.—A company has been formed, it is said, to erect the cotton compress previously reported.

Brunswick.—A stock company will probably be formed to build a dry dock. Captain Crovatt can give information.

Canton.—Brooke & Wise are developing a silver mine near Canton.

Columbus.—It is stated that a cotton factory with a capacity of 400 looms will be erected.

Columbus.—Homer Howard is remodeling the Jacques building on First avenue, to receive machinery for a cotton factory, reported last week.

Covington.—J. T. Corley and Mr. Woodruff are opening a gold mine 3 miles from Covington.

Dalton.—A vinegar factory and a canning factory are projected.

Dalton.—Adair Bros. & Co., of Atlanta, have purchased land, as reported last week, but do not intend to start any factory.

Dawson.—B. H. Hood is rebuilding his saw mill lately reported as burned.

Kennesaw.—T. J. Hardage & Co. are enlarging their flour mill and overhauling the machinery.

Lifsey's Store.—T. J. Slade has purchased saw mill machinery.

Macon.—U. M. Gunn, previously reported as starting a fence factory, will organize the Macon Grooved Picket Fence Co., with a capital stock of \$20,000, to enlarge operations.

Midway.—A building lately used by the Oglethorpe University has been sold, and will be converted into a knitting factory.

Monticello.—Mr. Carroll has started a brick yard.

Pine Mountain.—The Hampden Emory Co. are erecting a mill in Rabun county to prepare corundum for market.

Ringgold.—Messrs. Wiley, Davis & Head have sold their mineral lands to a Pennsylvania syndicate, who contemplate, it is said, building one or more furnaces at or near Tunnel Hill.

Ringgold.—It is reported that a \$100,000 manufacturing company is being organized.

Rome.—The Rome Investment Co., lately chartered, will build a dummy street railroad.

Roswell.—Messrs. Hanley and Booth have bought the Willeo Cotton Mills, and will, it is said, overhaul them and put them in operation.

Savannah.—Pascal Davie, of Petersburg, Va., has been prospecting with a view to starting a fertilizer factory.

Savannah.—The Southern Cotton Oil Co., of Philadelphia, Pa., are selecting a site for their oil mill. It will be built at once.

Tallahassee.—Messrs. Chivis and Kingsley have started a brick-yard recently. They will build a furniture factory.

KENTUCKY.

Bellevue.—Gas works are being erected.

Covington.—Collis P. Huntington, George Bliss and Eli C. Baldwin have incorporated the Kentucky Central Railroad Co., capital stock \$700,000.

Gimlet.—A saw mill will be erected by parties from Indiana.

Glasgow.—The Glasgow Oil, Mining & Natural Gas Co. has been incorporated by C. C. Terry, J. C. Evans, E. Y. Kilgore and others. The capital stock is \$100,000.

Louisville.—George B. Cowlam, A. Montandon and B. W. Herr have chartered the Unaka Lumber Co., capital stock \$100,000, to buy and sell and develop lands.

Louisville.—Peter McGarry has the contract to erect a large four-story building for Joseph Peterson.

Louisville.—Sulzer & Vogt will rebuild their machine shop, reported in this issue as burned.

Louisville.—A company with a large capital is being organized to extensively develop timber and mineral lands in Eastern Kentucky.

Louisville.—L. A. Dunham, E. Ormsby and Ruth S. Fay have incorporated the Tempest Mining & Milling Co., to buy and sell and develop all kinds of mines. The authorized capital stock is \$2,500,000.

Paducah.—A company has been organized to build a bridge across the Ohio river, with S. R. Bullock, of New York, as president; G. C. Thompson, vice-president; H. S. Houston, secretary, and E. Waltman, treasurer.

Scottsville.—The Chesapeake & Nashville Railway Co. (office, Cincinnati, O.) will at once be completed from Elizabethton to Scottsville.

Valley Station.—G. W. Aydelotte will sink a gas well.

LOUISIANA.

Alexandria.—The city will decide by a popular vote June 27 whether or not to donate 30 acres of land to the Louisiana & Arkansas Railroad Co. for shop and depot purposes.

Ascension Parish.—Some new machinery will be added to the sugar mill on the Point Houmas plantation of J. C. Copied.

Ascension Parish.—McCall Bros. contemplate adding some new machinery to the sugar mill on their Evan Hall plantation.

Franklin.—The Franklin Sugar Refinery is being refitted and enlarged.

New Orleans.—There is talk of a large silk factory being erected by parties from Paterson, N. J.

MARYLAND.

Baltimore.—The Standard Automatic Gas Light Co., capital stock \$100,000, has been incorporated to manufacture lamps and contract for the lighting of cities, towns and parks. The directors are William George Webb, George R. Webb, George D. Maxwell, William T. Spring and B. Howard Griswold.

Baltimore.—The Philadelphia, Wilmington & Baltimore Railroad Co. contemplate building a passenger depot at Broadway and Canton avenue.

Baltimore.—S. W. Ritter has commenced work at his new brick-yards at Patapsco Neck, near Baltimore.

Baltimore.—Emmart, Wightman & Co. have started a can factory at Canton. The weekly capacity is from 75 M to 100 M cans.

Baltimore.—Robert Zell and others are organizing a company to furnish steam for heating and manufacturing purposes.

Baltimore.—Rennous, Kleinle & Co. will put an eight horse-power boiler and engine in their brush factory. Lee Walter Summer, 317 N. Howard street, will put in a 20 horse-power boiler and engine, and T. Fitzpatrick a four horse-power boiler and engine.

Frederick.—The Old Mutual Insurance Co. will erect a three-story building on Market street.

Washington, D. C.—D. B. Harmony, Chief of Bureau of Yards and Docks, will receive proposals until June 29 for building a dry-dock at Norfolk, Va., 125x480 feet.

Washington, D. C.—William Ludlow, engineer commissioner, will receive proposals until July 1 for furnishing two pumping engines of 2½ millions capacity per day, and for removing old engine and boilers and lengthening smoke-stack.

Washington, D. C.—The Standard Underground Cable Co., of Pittsburgh, Pa., have received the contract to furnish and lay 74,000 feet of underground cables. Have commenced work.

MISSISSIPPI.

Columbus.—The Columbus Gas Works, lately purchased by J. R. Ryan, will be enlarged.

Corinth.—The city has voted a subscription of \$40,000 to the Tennessee & Mississippi Railroad.

Moss Point.—Walter Denny will build a pole road six miles long. Has purchased cars and engines.

Natchez.—A company will probably be formed to erect an electric light plant.

Starkville.—A canning factory will be established.

West Point.—The West Point Compress Co. are erecting the compress reported last week.

NORTH CAROLINA.

Charlotte.—C. Valer & Co. have erected a soda water factory and bottling establishment.

Charlotte.—The Dunn gold mine, nine miles from Charlotte, is to be reopened and developed.

Fayetteville.—The Hope Manufacturing Co. are adding to their cotton factory a weaver room, 100x150 feet, and a spreader room, 24x30 feet. Fifty additional looms will be put in.

Greensboro.—W. A. Fields and D. H. McCulloch have opened a mine eight miles from Greensboro.

Hamilton.—Frank Hitch will build the railroad from Hamilton to Tarboro reported last week as being surveyed by Louis S. Pender.

Hickory.—Link, McComb & Co. have started a canning factory.

High Point.—The city has subscribed \$10,000 to the High Point, Randleman, Asheboro & Southern Railroad.

Mill Hill.—Jacob Stirenall has purchased machinery to erect a roller flour mill. The capacity will be from 30 to 40 barrels daily.

Montgomery County.—Twenty additional stamps will be erected at the Coggins mine.

Montgomery County.—Ten additional stamps are being erected at the Russell gold mine.

Oxford.—The Meadows Manufacturing Co. are enlarging their cotton factory.

Reidsville.—Robert Harris & Bro. have purchased and will add machinery to their tobacco factory to manufacture smoking tobacco.

Salisbury.—T. B. Beall and others, previously reported as contemplating starting a smoking-tobacco factory, have commenced work.

Walnut Cove.—W. A. Lash and others have formed a syndicate to develop coal lands.

Wadesboro.—It is reported a \$50,000 steam plant of machinery will be erected at the sandstone quarries near Wadesboro.

Weldon.—The Roanoke Navigation & Water Power Co. are negotiating for the improvement of their water power.

Wilmington.—J. N. Rowell has the contract to build the Bladen Street Methodist Church. He has commenced work.

SOUTH CAROLINA.

Aiken.—The object of the Craig Kaolin Co., reported last week as incorporated by Thomas L. Craig and others, is to manufacture kaolin clay, lumber, &c., and operate mills, &c.

Black's.—Northern parties are reported as investigating the Ninety-nine Island water power with a view to building a large cotton factory.

Columbia.—The Southern Cotton Oil Co., of Philadelphia, Pa., have purchased a site for their oil mill, referred to last week. Contracts are being let.

Greenville.—The Columbia & Greenville Railroad Co. (office, Columbia) will build a branch road to the Camperdown Cotton Mills.

Walterborough.—A saw mill is being erected near Walterborough by William Stokes.

TENNESSEE.

Chattanooga.—The Soddy Coal, Iron & Railroad Co., previously reported as purchasing the property of the Soddy Coal Co. and to build a furnace and additional coke ovens, have organized with Eugene Zimmerman, of Cincinnati, O., as president; M. H. Clift, vice-president; Jesse T. Hill, secretary; H. W. Grant, treasurer, and Robert Morrison, manager.

Chattanooga.—Seeman & Albert are erecting a canning factory.

Chattanooga.—It is reported that a company is being organized to build a bridge across the Tennessee river.

Chattanooga.—A company has been formed to build a system of water works at East End.

Chattanooga.—Snodgrass & Fields have erected a box factory.

Chattanooga.—Johnson & Treece have erected a new building at their saw mill.

Chattanooga.—A candy factory will be started by Mr. Shelton.

Clarksburg.—John Bradley & Son have put some new machinery in their brick works.

Clarksburg.—R. W. Roach, M. A. Stratton, E. B. Whitfield and R. H. Yancey have formed a company to bore for natural gas.

Cleveland.—The Cleveland Gas Co. has been incorporated to build the gas works reported last week.

Cumberland Gap.—The American Association, limited, of London, England, lately reported as purchasing and to develop 7,000 acres of mineral lands, will build a railroad to connect their properties with the Louisville & Nashville, Norfolk & Western and Richmond & Danville Railroads. A. A. Arthur, Knoxville, is the manager of the company.

Dickson.—The Dickson Axe Handle & Co-operative Manufacturing Co. will erect an axe handle and furniture factory and a roller grist mill.

Jackson.—The Jackson & Suburban Street Railway Co., capital stock \$50,000, has been organized with C. P. Heath, of Sioux City, Ia., as president; J. H. Duke, vice-president; R. B. Crawford, Wayne, Neb., secretary, and John L. Wisdom, treasurer.

Johnson City.—W. J. Haney will build a large planing mill.

Jonesboro.—The machine works of the Telford Manufacturing Co. have been purchased by D. K. Self, who will put them in operation.

Jonesboro.—Water works are contemplated.

Kingston.—The Kingston Mining & Manufacturing Co. has been incorporated.

Knoxville.—The Knoxville Car Wheel Co. are erecting an addition to their works to make soft castings. The cost will be \$12,000.

Knoxville.—It is stated that a sash and blind factory will be built by Potter & Jastics.

Knoxville.—The Stinette Marble Co., C. C. Tatum, general manager, are developing quarries near Knoxville.

Nashville.—W. Kemkau, E. T. Holman, J. M. Harding, E. C. Scruggs and Eli T. Morris have incorporated the Nashville & West Nashville Railroad Co. to build a street railroad to West Nashville.

Nashville.—The Tennessee Range & Manufacturing Co. have bought out the Howe Pump Co. and will increase their capacity.

Nashville.—A factory will, it is said, be built at West Nashville by the West Nashville Horse Collar Co.

Nashville.—A planing mill will be established at West Nashville.

Nashville.—The West Nashville Excelsior Co. will erect a factory at West Nashville.

Nashville.—Water works will be built at West Nashville.

Nashville.—Huntley & Babcock, of Utica, N. Y., will erect a large factory at West Nashville to manufacture agricultural tools, &c. About 150 hands will be employed.

Rockford.—The report referred to last week that the Roane Iron Co. will repair one of their furnaces is not confirmed.

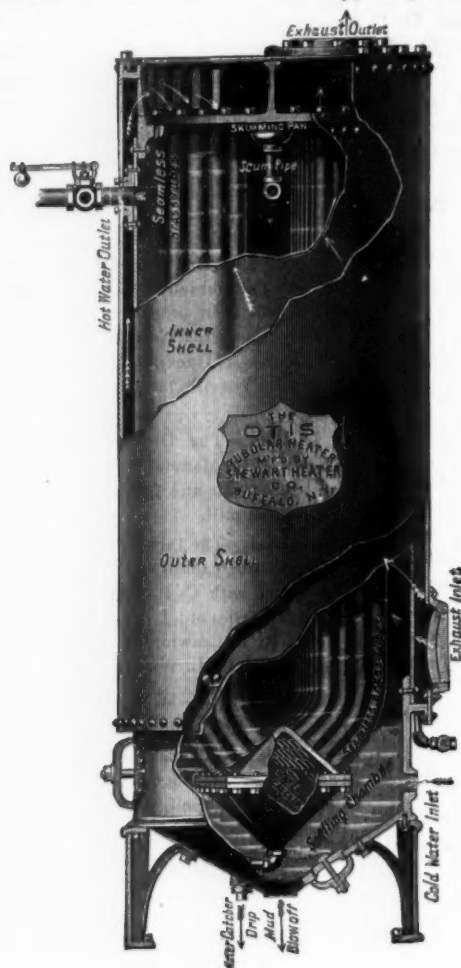
South Pittsburg.—Arrangements are being made for the erection of a union depot. The South Pittsburg City Co. can probably give particulars.

South Pittsburg.—The South Pittsburg City Railroad Co. has been chartered by W. M. Duncan, Samuel Cowan, J. H. Fall, John J. Vertrees and James Bowron.

[CONTINUED ON PAGE 670.]

The Otis Tubular Feed Water Heater and Purifier.

The accompanying cuts represent a new patent feed water heater and purifier made by the Stewart Heater Co., Buffalo, N. Y., for which is claimed many new features and improvements.



THE OTIS TUBULAR FEED WATER HEATER AND PURIFIER.

In construction it differs from the ordinary heater, but it is quite simple. This heater will boil the feed water before delivering it to the boiler, and will collect and carry off the scum from the surface of the water and deposit the impurities of the feed water before it enters the boiler. It will carry off all the condensation from the exhaust, and, owing to its large heating surface, it reduces back pressure. It is suitable for any steam engine, either condensing or non-condensing; is made of best material and thoroughly tested.

The manufacturers guarantee one square foot or over of heating surface per horsepower, which they claim "is more heating surface and water capacity than any other tubular heater manufactured."

The main objects of this invention is to thoroughly heat the feed water by the exhaust steam before it enters the boiler; to separate the mud and sediment from the feed water, and remove it easily and quickly from the heater; to collect and carry off the scum from the surface of the feed water, and to collect and carry off the condensation from the exhaust.

The body or shell of the heater is made of boiler iron or steel, the top end of which is riveted to a heavy cast iron ring, with a projecting rim cast upon its outer surface, forming a flange, to which the tube sheet and top dividing plate is attached with one row of bolts. The lower end of the shell is riveted to a heavy cast iron conical bottom, which is supported by four legs, making a substantial base for the heater.

The tubes are made of seamless brass tubing; are expanded into the tube sheet and water catcher the same as in a boiler, and are bent at the lower end to an angle of 45 degrees, so as to make proper connection with the water catcher. In operating the

heater the exhaust steam enters the heater at the top, passes down through the dividing plate and enters one section of tubes, passes down into the enlarged space of the water catcher, where the water of condensation is separated, and the exhaust steam passes up through the other section of the tubes, thus passing twice through the entire length of

rates and settles down into the settling chamber, and the top surface of the water catcher being at an angle of 45°, will not retain the deposit on its surface; so it will gradually collect in the settling chamber at the bottom of heater.

The lighter part of the impurities in most of our waters will arise to the surface as



the heater, heating the feed water above the boiling point, and the exhaust steam can be used for other heating purposes or exhausted into the atmosphere.

The water enters the heater at the side of the shell close to the bottom, and passing upward in contact with the heated tubes, gradually becomes thoroughly heated, and is

scum when the water becomes heated, and if not removed will settle to the bottom as sediment. To collect and carry off this scum there is a skimming pan close to the surface, and owing to its large opening the scum will be blown out by opening the valve in the scum pipe.

The heavier particles of the impurities

catcher the man-hole plate can be taken out and replaced in a few minutes, which cannot be done in any tubular heater where the tubes are fastened in lower tube sheet.

As the exhaust passes down through one section of tubes into the enlarged water catcher all of the condensation is thrown to the bottom, and is carried off through the waste pipe at the bottom of the heater, and in most cases doing away with a water catcher on the top of the building.

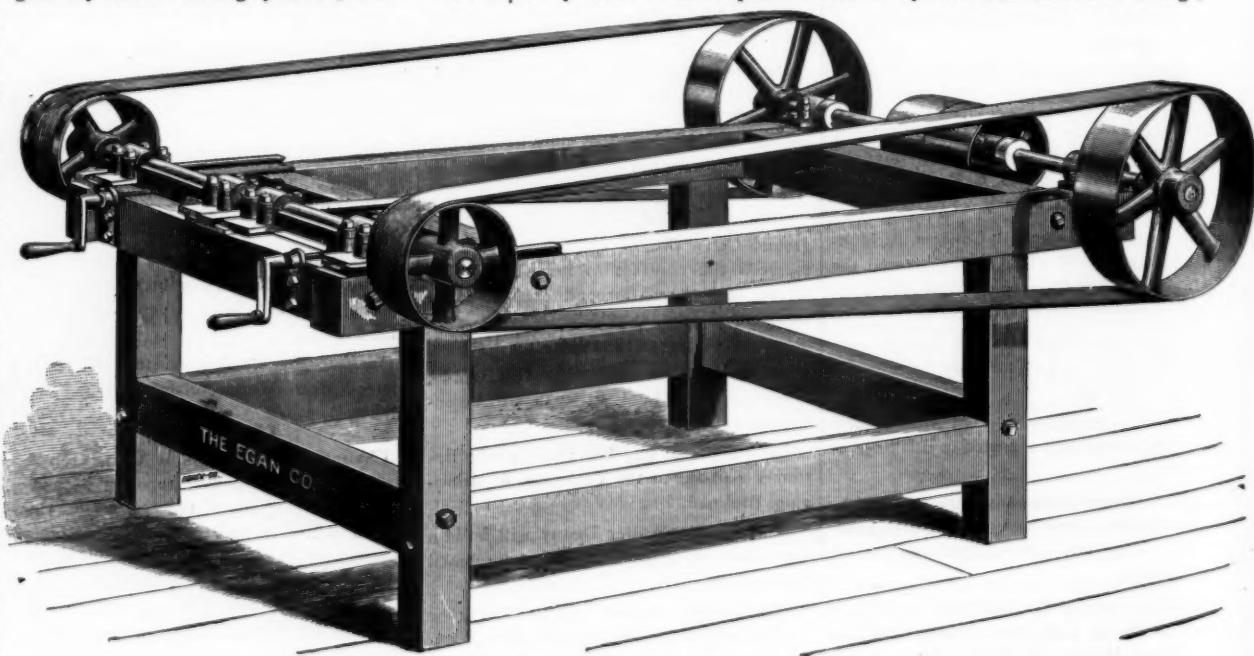
The lower end of the tubes being bent to an angle of 45° to make proper connection with the water catcher, also allows them to expand and contract freely, thus overcoming the usual trouble of keeping them tight when using straight tubes.

The water catcher, or lower tube sheet, adds greatly to the efficiency of the heater, for as the exhaust steam passes down through one section of tubes into the large water catcher, the heat imparted to the feed water condenses part of the steam, and all the water of condensation is carried off through the waste pipe.

The manufacturers say: "A good settling chamber is something entirely new in a tubular heater, and is not possible in any tubular heater using straight tubes, and it adds to the efficiency of the heater as a purifier; the capacity of this heater being large, it will allow all the mud and sediment to settle to the bottom, and it can be blown out through mud blow off, or taken out at man-hole. The man-hole is another new feature in a tubular heater which must not be overlooked, for through it the internal parts of the heater can be thoroughly examined or cleaned without disconnecting a pipe, and owing to the construction of the tubes and water catcher, the man-hole plate can be removed and replaced in a few minutes." For further information address the manufacturers.

Improved Double Sand Belt.

The demand of the trade for something superior in the way of a sand belt induced the Egan Co., Cincinnati, O., to place upon the market the one illustrated herewith. It is claimed to be a first-class machine in every respect. The frame is of hardwood, securely bolted. The belts are made of cotton belting covered with flint sand, and are 4 and 8 inches wide respectively. Each belt has an independent adjustment from the working end of the machine, so that any stretch on either can be instantly compensated for. This machine is specially recommended by the manufacturers to carriage,



IMPROVED DOUBLE SAND BELT.

discharged at the opposite side, near the top as practical, without carrying the scum that is on the surface of the water into the boiler.

The heater being of large capacity, the water in passing slowly through in contact with the heated tubes becomes thoroughly heated, when the mud and sediment sepa-

will gradually fall to the bottom of the heater into the settling chamber as soft mud and can be blown out by opening the valve in the mud pipe, and all that hardens as scale can be easily removed through the man-hole at the side of heater, for owing to the construction of the tubes and water

wagon and wheel manufacturers for gearing, wagon tongues, felloes, spokes, and work of that class. The machine is also made with a single belt when desired.

For further information and prices address the Egan Co., 228 to 248 West Front street, Cincinnati, O., U. S. A.

Power Drop Presses.

The E. W. Bliss Co., of 17 Adams street, Brooklyn, N. Y., have recently constructed a line of drop presses from entirely new designs, with their patent drop lifter, so that they are now able to offer a machine for either forging or stamping purposes, which they say is unexcelled in efficiency, safety, durability and convenience. For these machines they claim the following advantageous features:

"First.—It does not require any scaffold or frame work to support lifter, nor does it

Falling into Line.

CEDARTOWN, GA., May 24, 1887.

Editor Manufacturers' Record:

Some months ago the citizens of Cedartown met and organized what they termed The Citizens' Co-operative Association of Polk County. A constitution and by-laws were adopted, the preamble being as follows:

"We, citizens of Cedartown and Polk county, in order to secure unity and harmony of action among ourselves in the promotion of all enterprises looking to the public good of our community, and to foster the indus-

lect agricultural products, a committee of one to collect works of art and ladies handiwork, and a committee of three to advertise the county and encourage immigration. The collections of these committees are being placed in the hall of the association for constant public exhibition. If these committees perform their several duties as they should we can soon have a complete exhibit of the entire resources of our county. Already our hall is crowded with mineral specimens.

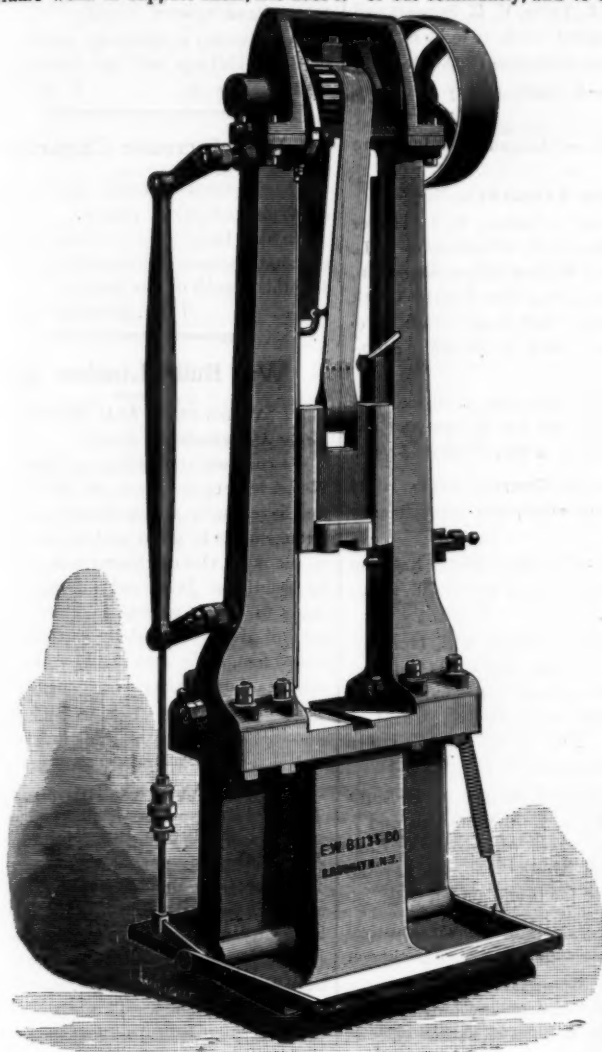
Under the workings of this association our people have become united as they never were before. The spirit of harmony and unity of purpose engendered in the meetings of this body has accomplished wonders for the town. The united action of the citizens will soon culminate in the building of a fine school house and the adoption of a system of public schools and in the erection of water-works. Factions that have foolishly and recklessly warred against each other for years have met and shaken hands upon the plains of public progress, and all seem determined to enter as one man upon the great race of enterprise and development that lies before them. To towns and cities distracted by internal feuds and divisions we most heartily recommend the co-operative plan.

At a recent public meeting of the citizens of Cedartown resolutions were adopted, with but one dissenting voice, that the city proceed at once to issue bonds for the purpose of building a \$10,000 school-house, and erecting water-works. A petition was drawn up and signed by nearly every citizen of the place, calling for an election upon the question of issuing the necessary bonds. We will also vote at the election upon the question of adopting a system of public schools for the city. There is great unanimity of sentiment and purpose among our people as to all of these subjects, and it is fair to presume that we are soon to have an elegant school building, free schools and water works.

The Stevens Filter.

No intelligent person questions the necessity and desirability of using pure water. The difficulty in the way of using pure water by many families is their confidence in the purity of their present supply. For years they have taken water from certain sources and apparently no ill has followed its use. This fact seems to conclusively prove its good character. We are supported in the statement that but few persons who use water from either hydrant, cistern or well, without proper purification, secure a supply of reliable purity; that in taking water from such sources they may be taxing the vitality of their systems to undo the harm that is being wrought thereby, until, no longer able to antidote the poisons by physical strength, they become a prey to diseases that even skilled medical aid too frequently fails to check. Preventive measures are cheaper than curative measures, and it is wisdom to adopt the former in relation to the water used in your household.

The filters herewith described have an excellent reputation for efficiency in purifying water, and the principle of filtration is such that a greater portion of the sand, grit, or clayey matter in water is deposited before it reaches the filtering material, and is deposited in such a manner that it may be easily drawn from the filter,—the accumulated sediment in the bottom of the packing is carried out by the same operation. The filters, it is said, possess all the points of excellence necessary in a perfect water purifier, and are



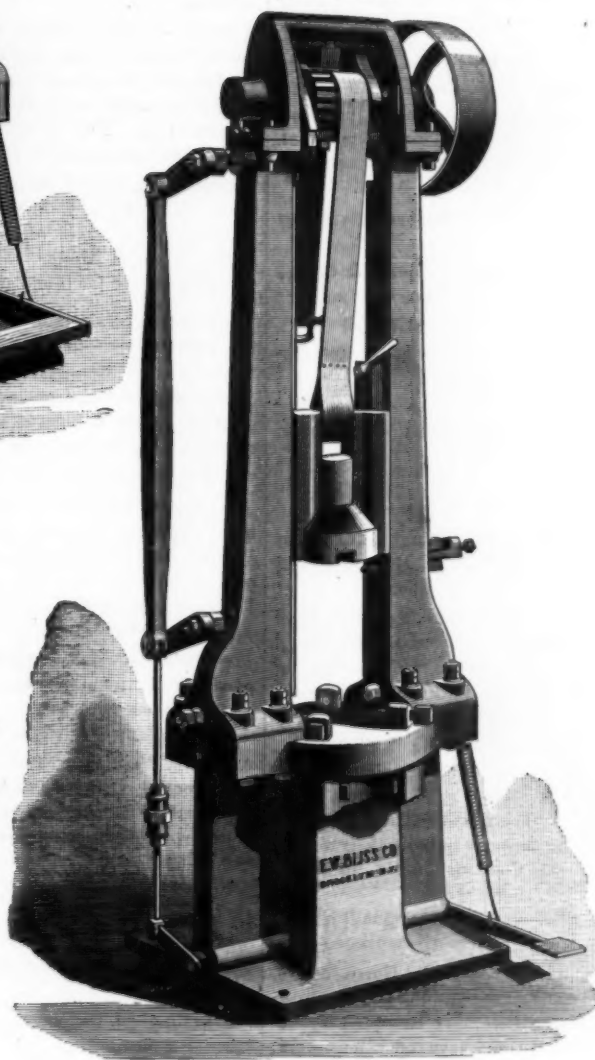
POWER DROP PRESS FOR FORGING.

require the lifter to be hung from the ceiling. Second.—No adjustments are necessary in the lifter, as there is nothing to set up or adjust on account of wear. Third.—It is not necessary to cut a hole through the ceiling to allow part of the lifting device to run through. Fourth.—It is so constructed that there is no jar or shock to break gears. Fifth.—The lifting device is so arranged that the hammer can never be stalled by the work sticking in the dies. Sixth.—The friction required to lift the hammer is only one-fourth what is necessary when a board is used. Seventh.—The hammer when up is held by a clamp screw as in a vise, making it as safe as it is possible for any machine to be made. Eighth.—The lift of hammer can be altered in three seconds (literally) without the use of a wrench. Ninth.—It is so simple in its construction and devoid of fine adjustments as to reduce chances of derangement to a minimum."

MR. HELPER, of the MANUFACTURERS' RECORD, is in the city, and will be for several days, collecting statistics for that journal about Nashville—especially about the manufacturing interests. Mr. Helper is surprised, as everybody is who comes to Nashville, at the rapid strides we are making in manufacturing. Our industrial interests will have a full showing in that widely-circulated paper. The MANUFACTURERS' RECORD has been a great friend of the South and has done much to bring our advancing industrial interests before the country. The whole South is interested in sustaining this journal—Nashville American.

tries and develop the resources of our county, and pledging ourselves, both individually and collectively, to use our utmost exertions to advance the material prosperity of our town and county, do unite ourselves under the name of," &c.

The constitution provides for the appointment of the following committees: A committee of one to collect mineral specimens, a committee of one to collect specimens of wood, a committee of one to collect manufactured articles, a committee of one to col-

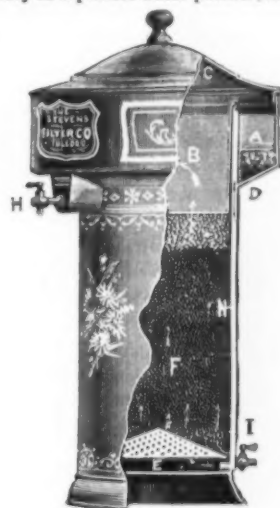


POWER DROP PRESS FOR STAMPING.

Our city authorities are having some of our narrow streets and sidewalks widened and put in better condition. They desire to have at least one mile of streets macadamized with cinder from the Cherokee Iron Furnace before the end of the present year.

Our people fully appreciate the idea suggested by the MANUFACTURERS' RECORD, that in order to induce others to locate among us we must demonstrate that we are willing to help ourselves. A. RICHARDSON,

Secy. Citizens' Co-operative Association of Polk County.



THE STEVENS FILTER.

so constructed as to meet, in every particular, the most advanced ideas of physicians and sanitarians, relative to the proper system of filtering water for household use.

The points of excellence claimed by the manufacturers for these self-cleansing filters are: 1st Durability. 2d. Self-cleansing features. 3d. Great depth of filtering material. 4th. Simplicity of construction. 5th. Interception of gross sediment before it reaches filtering material. 6th. Solidity of filtering material. 7th. Ease with which all parts of filter may be reached. 8th. Their wonderful purifying power, whereby all distasteful and harmful elements in water are removed. 9th. Frequent re-packing unnecessary. 10th. Their handsome appearance.

In this system of upward filtration, the manufacturers make use of the well known natural law "that water seeks its level." Impure water is placed in chamber A; it then passes into pipe N through sponge D, (where gross suspended matter is caught) from pipe N into conical sediment chamber E, at the bottom of the filter, where much of the remaining suspended matter is deposited. In seeking its level the water passes through filtering material F and enters reservoir B perfectly pure, from which it may be taken for use through faucet H.

By twice intercepting impurity before it reaches filtering material, the tax upon the purifying power of such material is lessened, thereby greatly prolonging the efficiency of the filter; in addition to this advantage it is possible to thoroughly clear the filters of accumulated sediment by the self-cleansing process. This is done by allowing chamber B to become full of water and then opening faucet I (or cap E in style B.) By opening faucet I the water rushes down and out, carrying with it all sediment deposited either in conical chamber or in the filtering material. The manufacturers of this filter are the Stevens Filter Co., of Toledo, Ohio.

[CONTINUED FROM PAGE 667.]

Toulon.—Michigan parties are negotiating for timber lands with a view to erecting a saw mill.

Whiteside.—The Etna Coal Co. will expend a large sum in opening new coal mines and building 150 coke ovens.

TEXAS.

Athens.—A coal mine 4 miles from Athens is being developed by parties from Waco.

Beaumont.—Middlebrook & Bro. have put their new saw mill in operation. The daily capacity is about 40 M feet.

Bonham.—The Texas & Pacific Railroad Co. (office, Dallas,) will build a passenger depot.

Burnet.—It is reported that a large wool and cotton factory is to be erected near Burnet.

Burnet.—A company has been formed to develop mineral lands.

Cuero.—The King Iron Bridge Co., of Cleveland, O., have received the contract to build an iron bridge across the Guadalupe river.

Dallas.—The Farmers' Alliance will build a flour mill to cost not less than \$50,000. A site is being selected.

Dallas.—The Dallas & Oak Cliff Railway Co., previously reported, will receive bids until June 10 for building their road.

Dallas.—The Atchinson, Topeka & Santa Fe Railroad Co. (office, Topeka, Kan.,) have made a proposition to build a railroad from Gainesville to Dallas, which will be accepted.

Dallas.—The mayor and city council contemplate improving the water works.

Dallas.—A. Sanger, O. P. Bowser and S. D. Blake are working up a company with a capital stock of \$500,000 to build a cotton and woolen mill.

Davis.—The contract to build the Missouri Pacific Railroad, previously reported, from Dallas to Hillsboro, has been let to A. Davis & Co.

Del Rio.—The Southern Pacific Railroad Co., A. N. Towne, San Francisco, Cal., general manager, will build machine shops, probably at Del Rio.

Denison.—Parties from Kansas City, Mo., have made a proposition to build a \$250,000 hotel.

Denison.—The Farmers' Alliance and citizens of Denison will probably organize a \$200,000 stock company to build a cotton factory.

Fort Worth.—J. G. Watkins and others have organized a stock company to erect an Edison electric light plant of 2,000 lights capacity. Will begin work at once.

Fort Worth.—The First Baptist Church have purchased a site to erect a new church.

Fort Worth.—The East Fort Worth Town Co. has been organized with J. J. Frey as president; J. D. Hill, vice-president; T. D. Ross, secretary, and Zeno C. Ross, treasurer. The company have purchased 800 acres of land.

Galveston.—A stock company will probably be organized to build a bridge from Galveston Island to the mainland.

Hillsboro.—W. M. Aldridge, William Evans and J. F. Revier, of Hillsboro, and Mr. Chancellor, Itasca, will develop gold, silver, tin and copper mines in Gillespie county.

Hillsboro.—The name of the \$50,000 stock company reported last week as formed to erect a compress, is the Hillsboro Compress Co.

Honey Grove.—The Edison Electric Light Co., of Dallas, are negotiating for the erection of the electric light plant previously referred to.

Houston.—Parties have been prospecting for a suitable site to erect a bone mill.

Houston.—The Houston & Texas Central Railroad Co. will build a new round-house.

Laredo.—The Guadalupe Mining Co. are arranging to commence work on their smelting plant, previously reported.

Llano.—G. W. Angle & Co. are purchasing largely of mineral lands with a view to developing.

Paris.—The Missouri Pacific Railroad Co. (office, St. Louis, Mo.,) will build several branch railroads south from Paris. Work will soon begin on one branch.

Richmond.—Mr. Trester has the contract to build the courthouse reported last week. It will cost \$28,800.

San Antonio.—Marshall & Manier have the contract to build 12 miles of railroad.

Sherman.—It is probable that a sewerage system will shortly be built. The mayor can give information.

Tadmore.—A steam saw mill has been started by John Pool.

Tyler.—A \$1,000,000 stock company will be chartered to purchase 5,000 acres of mineral and timber lands and establish foundries, car shops and factories. H. G. Askew can probably give information.

Tyler.—The capital stock of the Tyler Lumber & Manufacturing Co., reported last week as chartered by H. G. Askew and others, is \$50,000.

Tyler.—The Tyler Water Co., reported last week, has a capital stock of \$100,000.

Waco.—The city council has decided to build a two-story city hall, 85x110 feet, to cost from \$40,000 to \$50,000. Bids are invited.

Wichita Falls.—Negotiations are being made for the erection of a \$20,000 flouring mill.

VIRGINIA.

Alexandria.—The object of the New South Mining & Improvement Co., previously reported, is to mine and manufacture coal, iron ore, marble and other minerals in Southwest Virginia.

Buchanan.—William Wammock will start a broom factory.

Burkeville.—George Campbell & Co. are doubling the capacity of their bark mills.

Fincastle.—L. P. Holliday and J. C. Simpson contemplate starting the can factory reported last week.

Joseph R. Anderson, Jr., is erecting a keg factory. The daily capacity will be from 1,200 to 1,500 nail kegs.

Liberty.—R. W. Coffee will start the manufacturing of tobacco dryers.

Liberty.—Matthews & Wright have bought the Liberty Roller Flour Mills and will probably put them in operation.

Marion.—A Philadelphia company have leased manganese lands in Smyth county, and propose to build a railroad from the Norfolk & Western Railroad to their ore banks.

New Castle.—The Craig Railroad Co., previously reported, have organized with C. G. Eddy as president; S. W. Jamison, secretary, and E. H. Stewart, treasurer. They have let the contract to build their road to the Roanoke Construction Co., of Roanoke.

Nokesville.—A large flouring mill is to be erected.

Richmond.—William T. Harris & Co. have the contract to build the street railroad for the Union Passenger Railway Co., previously reported, and have commenced work. The cars will be run by electricity if permit can be secured.

Richmond.—The bills previously reported as introduced in the legislature to incorporate the Warm Springs Valley Improvement Co.; the Roanoke Cotton Mills; the Irish Creek Co.; the Buckhorn Iron & Improvement Co.; the Suffolk Street Railroad Co.; the Southwest Virginia Mineral Land Co.; the Bottetourt Improvement Co.; the Virginia & Tennessee Coal & Iron Co.; the Gold & Silver Mining Co.; the Salisbury Coal Mining & Manufacturing Co.; the

Bristol Coal & Iron Co.; the Mineral Belt Steam Tramway Co.; the Lyon Manufacturing Co.; the Southwest Virginia Mining Co.; the Mineral Development Co.; the Washington & Western Railroad Co. and the Rustin Land, Mining & Manufacturing Co. have become laws.

Roanoke.—The Roanoke Machine Works have added about \$15,000 of new machinery to their blacksmith shop.

Roanoke.—The incorporators of the Roanoke Cotton Mills, previously reported, are F. S. Kimball, E. W. Clark, W. C. Houston, Jr., P. L. Terry, E. H. Stewart and others. The capital stock is to be not less than \$150,000 nor more than \$250,000.

Spring Hill.—A stone quarry has been opened.

Stuarts' Draft.—Manganese mines are being opened.

WEST VIRGINIA.

Charleston.—O. A. Thayer, N. T. Thayer and G. T. Thayer, of Charleston; J. L. Beury, Echo, and William Beury, Shamokin, Pa., have incorporated the Buffalo Creek Coal Co., to mine coal, manufacture coke &c. The capital stock is limited to \$500,000.

Coalburg.—The Robinson Coal Co. will erect a new tiple and put in new and improved machinery at a cost of about \$2,500.

Fire Creek.—The Central Coal Co., lately reported as incorporated, will build 50 coke ovens this year.

Guyandotte.—The Ohio River Railroad Co. (office, Parkersburg,) will build repair machine shops.

Hacker's Valley.—Gordon Bill, Hensdall Smith, Harlan P. Stone, Nathan D. Bill and Frederick H. Gillett, of Springfield, Mass., have incorporated the Holly River Coal Co., to mine coal. The capital stock is not to exceed \$80,000.

Parkersburg.—W. J. Keever, B. D. Spillman, J. N. Camden, J. A. Wetherell and J. N. Camden, Jr., have organized the Consumers Coal & Mining Co., to develop 300 acres of coal lands at Camden City.

Parkersburg.—The Ohio River Railroad Co. contemplate building a new passenger depot.

Parkersburg.—The company previously reported as formed to bore for natural gas and oil, by C. H. Shattuck, H. Jackson and others, are preparing to sink wells.

St. Albans.—Thomas J. Sliger, of St. Albans, and John Humbird, J. W. Humbird, William C. Conley and Thomas J. McKee, of Cumberland, Md., have chartered the Potomac Lumber Co. The capital stock may not exceed \$60,000.

Wheeling.—A. J. Sweeney & Son have improved their machine works so as to use natural gas in smelting iron.

Wheeling.—F. M. Lowry, of Wheeling; A. Lowry, Washington, Pa., and J. W. Craig and George L. Craig, of Pittsburgh, Pa., have organized the Mound City Natural Gas Co., capital stock \$100,000, to develop gas lands, build pipe lines, &c.

Wheeling.—Monz Loring, B. Fisher, P. H. Moore, B. F. Caldwell and others have organized a company to print and publish newspapers, &c. The capital stock is not to exceed \$100,000.

Wheeling.—J. N. Vance and others are erecting a pipe mill.

Winfield.—S. B. Thompson is developing fire-clay deposits.

West Virginia.—The Pittsburgh & West Virginia Land Co. has been organized at Pittsburgh, Pa., with H. C. Gearing as president.

BURNED.

Gilmer County, Ga.—The whisky distillery of Martin V. Teem.

Louisville, Ky.—The machine shop of Sulzer & Vogt damaged \$1,400 by fire. Will rebuild.

Natchez, Miss.—The Natchez Cotton Mills badly damaged by a boiler explosion. The loss is probably \$30,000. Will be rebuilt at once.

Panola, S. C.—The turpentine distillery of R. F. Milligan, near Panola.

Wilmington, N. C.—It is reported that the sausage factory, slaughter house and tannery of John R. Melton has been burned.

Machinery Wanted.

ATHENS, TENN., May 27, 1887.

Editor Manufacturers' Record:

I want to buy a middlings purifier, and a 16-inch middlings mill, and centrifugal reel smut machine, &c. T. H. BORIN.

Will Increase Capacity.

NASHVILLE, TENN., May 25, 1887.

Editor Manufacturers' Record:

We have bought out the Howe Pump Co., and shall increase our capacity to accommodate this branch of our business.

TENN. RANGE & MFG. CO.

Will Build Lumber Mill.

WADSWORTH, ALA., May 29, 1887.

Editor Manufacturers' Record:

We contemplate putting up a lumber mill. We leave here to-morrow for Perdido, where we have made all necessary preparatory arrangements to go to work at once putting up the mill. Our machinery (new) will arrive by middle of June, and we expect to be ready to begin operations about the first part of July. Our daily capacity will be 25,000 feet. We want to add a planing mill and steam dryer after we get the saw mill in operation. BALDWIN LUMBER CO.

H. BENDER, Gen. Man.

Water Works Improved.

RICHMOND, IND., May 24, 1887.

Editor Manufacturers' Record:

I have just about completed the new improvements at Fort Smith, where I built large new pump house, relaid a 20-inch suction pipe, laid a 16-inch main and put in new Worthington pump of 4,000,000 gallons capacity in 24 hours. This, with old pumps, will give pumping capacity of over 6,000,000 gallons per day. The new improvements will cost over \$100,000. This, with the original work, will cost \$230,000.

A. L. POGUE.

Will Enlarge Gas Works.

COLUMBUS, MISS., May 23, 1887.

Editor Manufacturers' Record:

We propose to enlarge the gas works and put them in thorough repair, making it a No. 1 plant. J. R. RYAN.

Woodenware Factory.

WEST POINT, MISS., May 23, 1887.

Editor Manufacturers' Record:

The West Point Compress Co. are erecting a large and powerful cotton compress at this place. H. A. Wise & Co. have recently put in operation a wooden factory for the manufacture of woodenware, handles, plows, &c. FRED. BEALL.

To Manufacture Lumber.

GREENVILLE, ALA., May 28, 1887.

Editor Manufacturers' Record:

The Greenville Lumber & Manufacturing Co. have filed an application in my office for incorporation; capital stock \$20,000, to be increased when necessary. The place of business is to be Greenville, Butler county, Ala. The general purpose of the corporation, as expressed in said application, is the manufacture, purchase and sale of lumber, timber, shingles and other products of wood. L. M. LANE.

An \$80,000 Saw Mill Plant.

CHATTANOOGA, TENN., May 28, 1887.
Editor Manufacturers' Record:

We are now building a large mill in Dodge county, Ga., 43 miles south of Macon, on the East Tennessee, Virginia & Georgia Railroad, at Empire, Ga. The building is 50x224 feet, two stories high, with an engine room, 18x60 feet, and boiler room, 30x45 feet; battery of 5 boilers, 44 inches by 24 feet, with 2 16-inch flues. We have steam log turner, gang edger, automatic trimmer, steam feed, live rolls, automatic slab slasher and slab conveyor for refuse, delivering 300 feet from the mill to fire hole. We will log this mill with a standard gauge road, using 56 pound rail, two 45-ton locomotives, and twenty flat cars. We expect to get about 70,000 feet a day from this mill. It is patterned after our Seddon mill, which cuts 50,000. This is larger. The Stearns Manufacturing Co., of Erie, Pa., are building the machinery complete. This is the third mill they have built for us within the past year. This plant will cost about \$80,000, and be in operation about the 1st of August.

THE EMPIRE LUMBER CO.,
J. C. ANDERSON, Pres.

Manganese Mining in Virginia.

MARION, VA., May 24, 1887.
Editor Manufacturers' Record:

Messrs. Hull & Pugh are at work developing manganese lands. We have opened up several beds or veins of this valuable ore, and the prospect is very encouraging that we will find a vast amount of it. William Faux, of Philadelphia, is mining manganese here and shipping it regularly to Pittsburgh, and others are prospecting with good results. These deposits of manganese and manganeseiferous ores are found throughout the entire Rye Valley district of this (Smyth) county, and the hematite ores are found over the entire county. I have just learned that a Philadelphia company has leased for a term of ten years some valuable manganese lands in this county, and propose running a branch road from the Norfolk & Western Railroad to the ore banks. We are now hauling our ore from six to twelve miles, but the expected extension of the Cripple Creek extension will pass immediately through this ore belt. No such promising field for investment was ever offered in this country, and capitalists are beginning to invest here. If any one desiring to buy manganese land will write me, I will take pleasure in furnishing such information as they may desire.

H. B. HULL.

A Rice Mill.

BELLEVIEW, FLA., May 23, 1887.
Editor Manufacturers' Record:

We intend to put in a rice mill this summer. Have a steam engine for power on hand, and have sent to Buffalo, N. Y., for rice-cleaning machinery. A handle and spoke manufactory will occupy one wing of same building, and expects to be ready for work next month. Mr. E. Converse, proprietor.

KEELER & BROOKS.

Street Railroads to be Improved.

NASHVILLE, TENN., May 23, 1887.
Editor Manufacturers' Record:

I have, for myself and associates, purchased the street railroads of Mobile, and all will be consolidated under one charter and will be much improved, and in some places renewed entirely.

W. M. DUNCAN.

ATLANTA, GA., May 26, 1887.

Editor Manufacturers' Record:
The Atlanta Street Railroad Co. will build a double track extension of 1½ miles to the Piedmont Fair Grounds. The line will run out Calhoun street. This street is to be opened 90 feet wide to the grounds. B.

Will Erect Safe Factory.

BIRMINGHAM, ALA., May 24, 1887.
Editor Manufacturers' Record:

Have organized a company to locate safe works at new town of Gate City, 4 miles east of Birmingham on C. S. R. R., G. P. R. R. and C. R. R. Capital stock \$100,000. Will make a new patent safe and lock, etc.

FRED. SLOSS.

Adding a New Plant.

GALVESTON, TEXAS, May 26, 1887.
Editor Manufacturers' Record:

This company is now adding a \$20,000 new plant.

BRUSH ELECTRIC LIGHT & POWER CO.

Will Build to Mobile.

COLUMBIA, ALA., May 25, 1887.
Editor Manufacturers' Record:

Our charter is for a railroad from this point to Mobile, Ala. Gen. Alexander, of the Central Railroad, is one of the corporators, and his object is to extend the Central Railroad from Blakeley, Ga., to this point, and then on to Mobile.

SOUTH ALABAMA RAILROAD CO.,
JNO. T. DAVIS.

A Silk Colony.

BALTIMORE, MD., May 28, 1887.
Editor Manufacturers' Record:

The silk colony will be started at Odenton. Trees and silk worms will be furnished each colonist free of charge. The demand for raw silk in the United States is greatly in excess of the supply. This industry opens for women, children and old people an avenue of self-support that is at once easy and profitable.

MRS. L. F. BALDY.

To Build Furniture Factory.

TALLAPOOSA, GA., May 28, 1887.
Editor Manufacturers' Record:

1,200 acres of land have been recently sold to Messrs. Chivis & Kingsley, of St. Joseph, Mich. They have put up saw mill and machinery for making brick in quantity. They propose putting up a furniture factory also. Messrs. Spencer & Lindsey, of New York, are here and have contracted for 2,000 acres of land to be laid off in city lots and improved at once. They are arranging the details, and it is circulated that all details of the trade are about arranged.

J. H. DAVIS.

TARBORO, N. C., May 27, 1887.

Editor Manufacturers' Record:
The Hamilton & Tarboro Railroad will be built, I think, without doubt. It is a private enterprise, and is being built by Frank Hitch, of Hamilton, N. C.

LOUIS S. PENDER.

CHENEYVILLE, LA., May 26, 1887.

Editor Manufacturers' Record:
I have the contract to raise 32 miles of Texas & Pacific track, between Bunkis and Alexandria; also a lot of old trestles to fill up on the Rio Grand division of the same road.

G. M. GAREY.

TROY, ALA., May 20, 1887.

Editor Manufacturers' Record:
My information is there will be erected here in a short time a cotton-seed oil mill and fertilizer factory, which will make 2 fertilizer factories at this place. A large new brick opera house is now being built at this place.

J. C. HENDERSON.

Rebuilding Saw Mill.

DAWSON, GA., May 23, 1887.
Editor Manufacturers' Record:

My saw mill was burned on the night of 6th inst.; loss about \$1,000 or \$1,200. Am rebuilding and will be ready to start in a few days.

B. H. HOOD.

Knitting Factory to be Started.

MILLEDGEVILLE, GA., May 28, 1887.
Editor Manufacturers' Record:

The last building which was built as a dormitory, with a large hall, embracing the entire third floor of the building for the use of the college societies of the old Oglethorpe University, situated at Midway, two miles from Milledgeville, has been sold, and will be converted into a factory for knitting stockings, undershirts, &c.

X.

To Bore for Gas.

RICHMOND, KY., May 25, 1887.
Editor Manufacturers' Record:

Richmond has recently had organized and incorporated a company for the purpose of boring for natural gas. The company has been organized, officers elected and all the stock fully paid in. STEPHEN D. PARRISH.

NEW ROE, KY., May 23, 1887.

Editor Manufacturers' Record:
We have started a new distillery 9 miles east of Mitchellville, Sumner county, Tenn.

DENNING & PERDUE.

DANBURY, N. C., May 23, 1887.

Editor Manufacturers' Record:
We have some heavy deposits of the finest magnetic iron ore, which we will certainly more fully develop soon.

PEPPER MINING CO.

JEFFERSON, TEXAS, May 28, 1887.

Editor Manufacturers' Record:
We have contract and are now grading the extension of the Galveston, Sabine & St. Louis Railroad from its present terminus to the city of Carthage, a distance of 16 miles.

GRIGSBY BROS.

Developing a Gold Mine.

COLFAX, LA., May 27, 1887.
Editor Manufacturers' Record:

I am developing a gold mine, but as yet have not determined best method of working. Have had assays made and find the metal in paying quantities.

R. S. CAMERON.

PARIS, TEXAS, May 28, 1887.

Editor Manufacturers' Record:
The Missouri Pacific Railroad Co. will build several branches South from here. One is already surveyed and construction ready to begin.

E. J. WRIGHT.

Building a Street Railroad.

RICHMOND, VA., May 28, 1887.
Editor Manufacturers' Record:

The road commenced and six blocks down on one side of the street. Contractor promises a mile a week. Will run by electricity, council permitting.

UNION PASS, RAILWAY CO.,

J. THOMPSON BROWN, Pres.

A Gold and Silver Mining Co.

DALLAS, TEXAS, May 23, 1887.
Editor Manufacturers' Record:

The Nunnally Gold and Silver Mining Co., with principal office in Dallas, Texas, was chartered May 13, 1887, with a capital of \$500,000. G. C. Nunnally is president; R. V. Tompkins, vice-president; T. C. O'Connor, treasurer, and R. P. Aunspaugh, secretary. A limited amount of the stock is offered for sale.

R. P. AUNSPAUGH.

PITTSBURGH, PA., May 27, 1887.

Editor Manufacturers' Record:
The contract has been awarded us for furnishing and laying 74,000 feet of No. 14 conductor in Waring anti-induction cables, lead covered, and the work will begin on Monday next.

STANDARD UNDERGROUND CABLE CO.

Coal Lands to be Developed.

COLLINSVILLE, ALA., May 27, 1887.
Editor Manufacturers' Record:

Large bodies of coal lands lying near this place, on Lookout and Sand mountains, are being bought by representatives of New York and London capitalists, who represent that their development will commence on an immense scale as soon as the purchase is completed. The purchase will exceed 100,000 acres and the outlay will be about \$500,000 for purchase money.

A. B. HULL.

Brick Works.

FLINT, ALA., May 28, 1887.
Editor Manufacturers' Record:

Messrs. Williams, of your city and Kennedy, of Birmingham, have commenced the building of brick works at this place and will be ready in 60 days to furnish brick of a superior quality to all who need them.

S. A. SPARKMAN.

BIRMINGHAM, ALA., May 28, 1887.

Editor Manufacturers' Record:
We have chartered a road in Florida under name of Birmingham, Georgia & Florida R. R. and is a continuation of the Tallahassee Bainbridge & Western R. R. in Ga., all intended to connect with the Birmingham & Savannah Air Line from Birmingham via Leeds, La Grange, Macon to Savannah. Will connect with latter road somewhere near West Point, Ga., and will be a good line of road. We have surveying parties now in the field in Georgia.

I. H. M.

Doubling Capacity.

BURKEVILLE, VA., May 26, 1887.
Editor Manufacturers' Record:

We will have a bark mill in operation at Farmville within 30 days and we are doubling the capacity of our mill at this place.

GEO. CAMPBELL & CO.

COVINGTON, GA., May 25, 1887.

Editor Manufacturers' Record:
A gold mine has just been opened and work commenced with fair prospects of success. I understand, about 3 miles from town by J. T. Corley and Woodruff.

J. M. LEVY.

PINE MOUNTAIN, GA., May 25, 1887.

Editor Manufacturers' Record:
I am erecting extensive works for the purpose of preparing corundum for market. Both at Cullasaja, N. C. and in Rabun county, Ga.

HAMPDEN EMORY CO.,

H. S. LUCAS, President.

ATLANTA, GA., May 24, 1887.

Editor Manufacturers' Record:
W. P. Bussey, Esq., Barnesville, Ga., has purchased of Russell & Co. a 9x14 automatic engine and 55 horse-power tubular boiler. He will enlarge his planing mill.

J. W. DUNN.

MARYVILLE, TENN., May 24, 1887.

Editor Manufacturers' Record:
A broom factory will be started at this place quite soon. W. G. Carmel is the name of the person who will operate the same.

P.

HARTSELLE, ALA., May 28, 1887.

Editor Manufacturers' Record:
The Morgan County Oil & Asphalt Co. hope to begin to develop their property soon, and are very hopeful of finding asphalt and oil in large quantities. SAML. BLACKWELL.

CROSS PLAINS, ALA., May 27, 1887.

Editor Manufacturers' Record:
The East & West R. R. is now being extended from Broken Arrow to Pell city on Georgia Pacific. Think it will be completed by 1st August. It is reported that the gauge will be changed to standard gauge soon.

J. W. HARRIS.

MINING NOTES.

By T. K. BRUNER, Raleigh, N. C.

DAN RIVER EXPLORATION.

The Dan River Coal Field, as it is called, was explored in 1885 by Dr. H. M. Chance, and with very discouraging results from his standpoint. The good people of Stokes county, however, disagree with this man of science, and they have raised a considerable fund to be expended in the examination of the entire coal-bearing area. They announce that they propose to lay book science on the shelf and go to digging. The Cape Fear & Yadkin Valley Railroad has crossed the territory, and affords ample facility for transportation. A syndicate composed of some of the railroad people and the land owners in Stokes county, headed by Dr. W. A. Lash, of Walnut Cove, has been organized, and will undertake the development of the district. The work will be commenced this summer, and will be of the most practical nature; sinking shafts and driving levels, and probably some deep borings with diamond drills.

The hands at work on the C. F. & Y. V. R. R., in Surry county, are reported to have uncovered a workable bed of coal. This is the next county, adjoining Stokes on the west, and the discovery of coal has stimulated exploration in that county. This is an entirely new field and is beyond the limits of the mesozoic formation in North Carolina as outlined by the late Prof. Kerr.

Dr. Lash and his syndicate, are also giving considerable attention to the limestones in the Dan river section. They have found bold ledges of blue limestone, suitable for making commercial lime. They have also found some fine white marble, which is said to have a fine grain, and admirably adapted to the demands of the marble men for ornamental purposes.

SANDSTONE QUARRY.

The Sandstone quarries of Anson county, near Wadesboro, the county town, are rapidly growing in importance. Recently a Northern syndicate purchased a large quarry and they propose to take out quantities of stone for shipment. Prof. Merrill, curator of the national museum at Washington, was with the experts in the examination. They report that blocks of stone forty feet in length may be successfully taken out. This syndicate proposes to spend \$50,000 in a steam plant for quarrying and dressing the stone. They express themselves as sure of a regular market. The quality of the stone is excellent. It is of a rich reddish-brown color, compact, close grained, works well and has the reputation of withstanding the action of the severest climate.

There is an abundance of this material in Anson county, and much of it is just as good, if not better, than the place purchased. The formation is extensive, and has the advantage of ample railroad facilities.

PLUMBAGO MINE.

The plumbago, or graphite mines in Wake county, described in this paper sometime during last March, has attracted the attention of some St. Louis capitalists who are now negotiating for the purchase of part of this immense deposit. In the first volume of the Geology of North Carolina the following language is used: "But the Wake county beds are the most extensive, as well as the best known graphite beds in the State. They extend in a northwest and southeast direction for a distance of sixteen or eighteen miles, passing two and a half miles west of Raleigh. There are two beds apparently, forming a sharp anticlinal. The thickness is two to three, and occasionally four feet.*** It is a bed of quartzitic and talcoargillaceous slates and shales, which are more or less graphitic—from twenty or thirty to sixty per cent." The best of this material is of good quality and may be used in the manufacture of pencils, crayons, &c., while the majority of it is useful in many ways; in foundries for mould facings, stove polish, crucibles, furnace linings, &c.

THE DUNN MINE.

The Dunn gold mine, in Mecklenburg county, and nine miles west of Charlotte, is to be reopened and regular work resumed this summer. A mining engineer and expert from France has quite recently examined the property for a foreign organization, and has reported favorably. A large sum has been set aside, it is said, for the work, and it is expected that this work will be begun at an early day. It is also expected that this transaction will stimulate other foreign trades now pending.

THE MANUFACTURERS' RECORD, published in Baltimore, and devoted to the development of the manufacturing and mineral resources of the South, is conducted with decided ability, and merits, especially from the South, a liberal public patronage. Its mechanical execution is especially fine. Of large size—about 40 pages—and subscription price only \$3 a year. We cordially commend it to public patronage.—Alabama Beacon, Greensboro, Ala.

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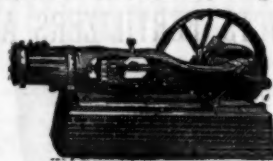
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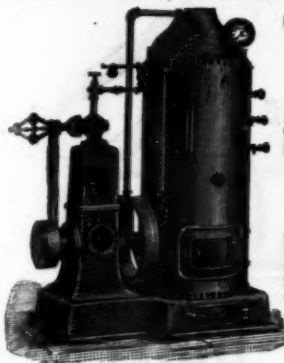


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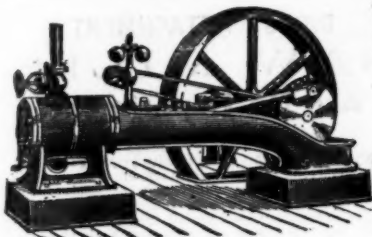
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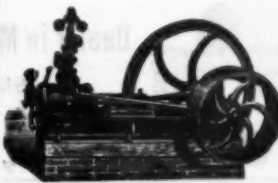
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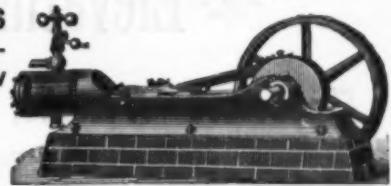
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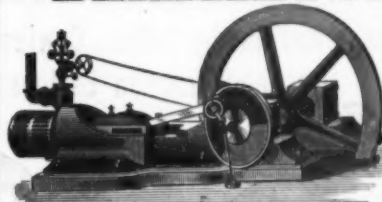
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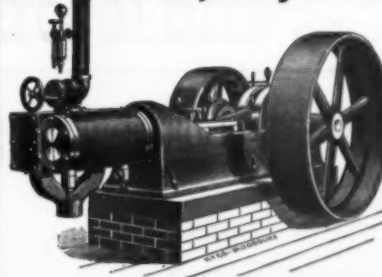
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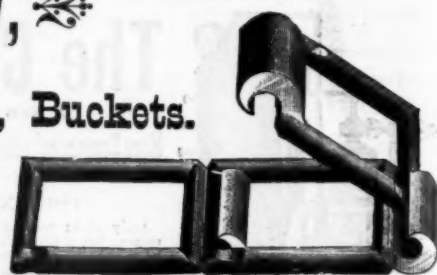
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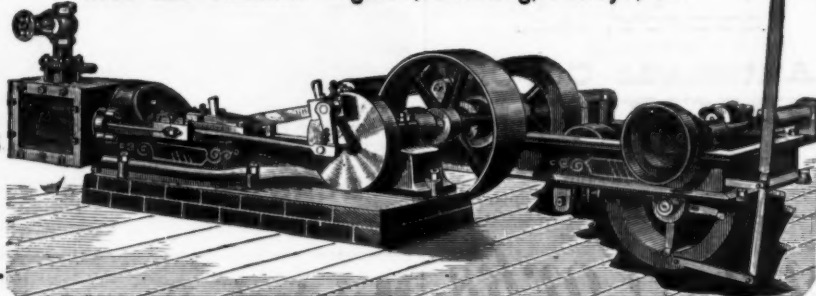
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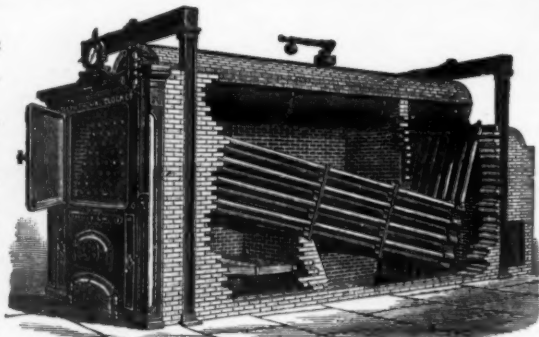
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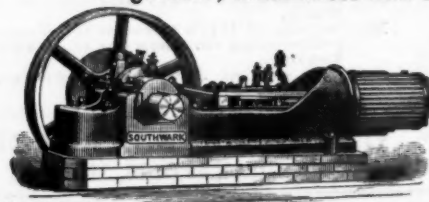
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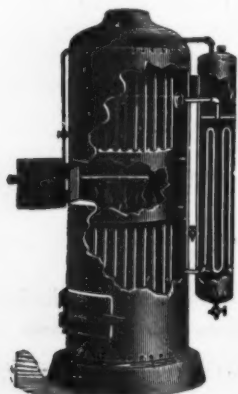
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Fig. 1.



Fig. 2.



Fig. 3.



Fig. 4.

Fig. 5.

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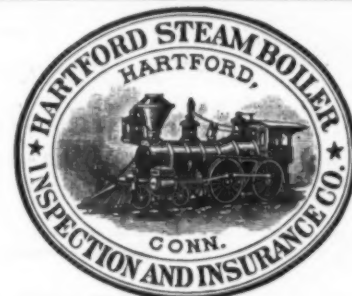
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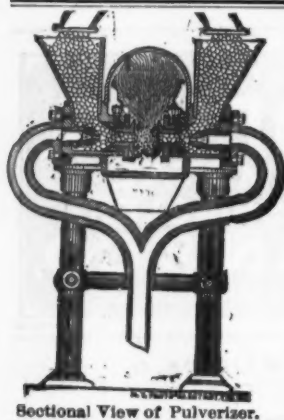
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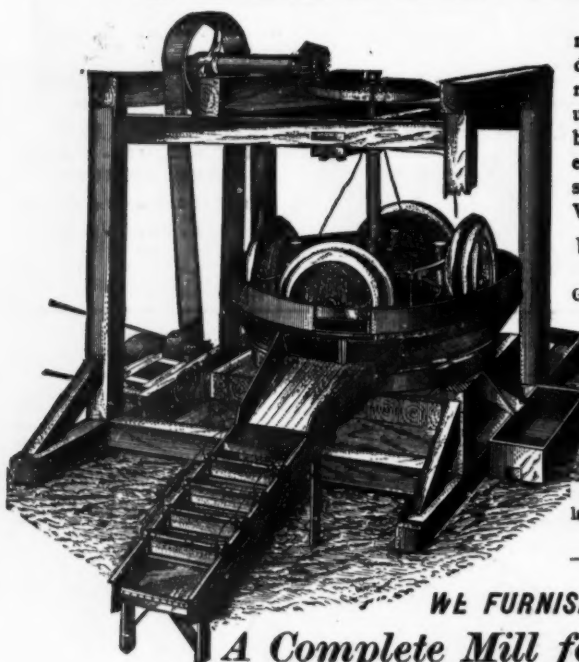
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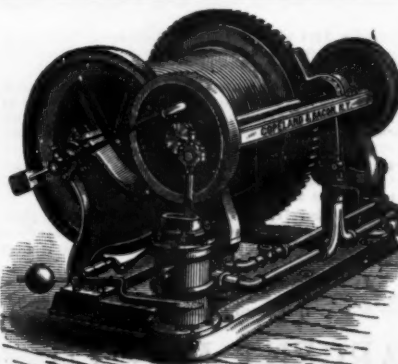
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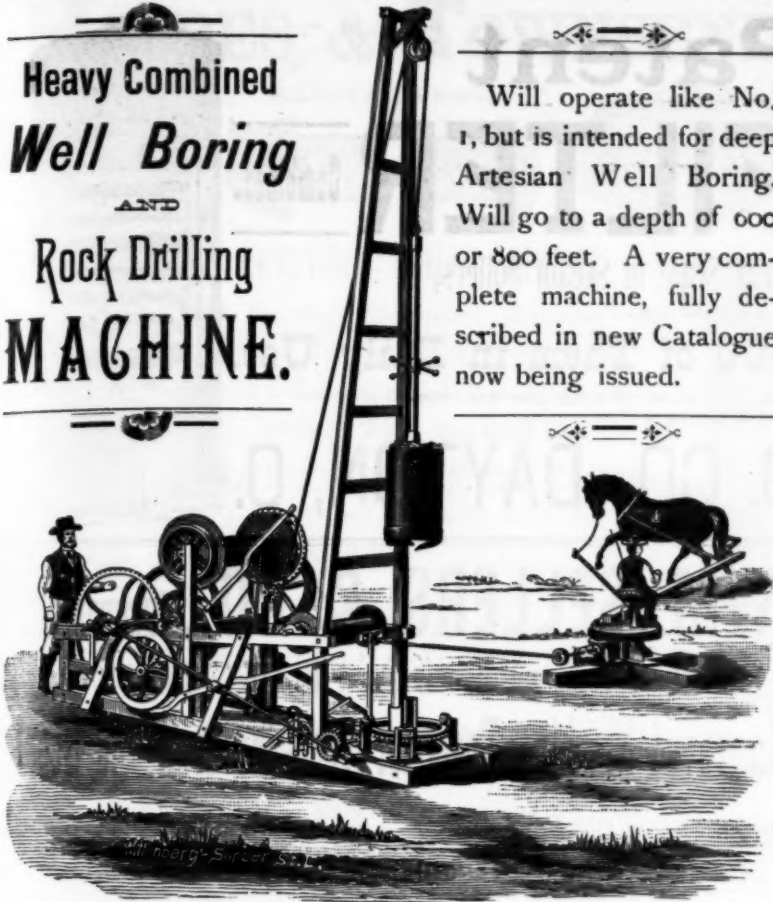
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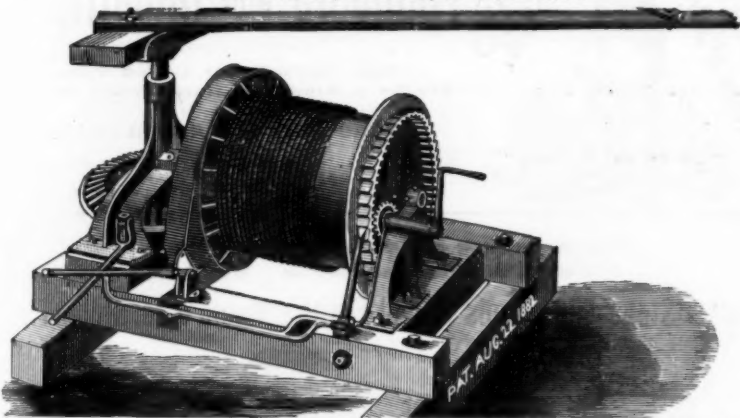
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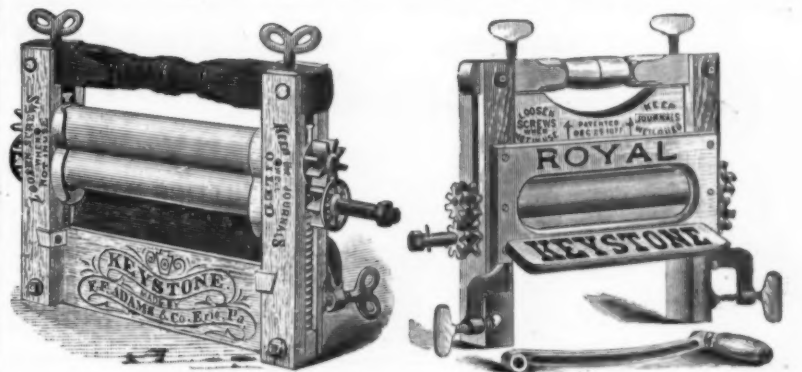
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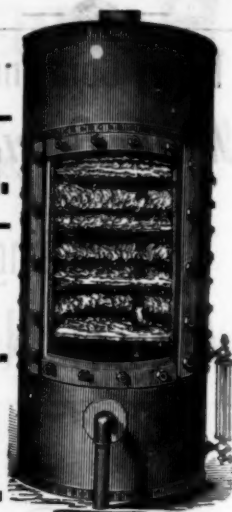
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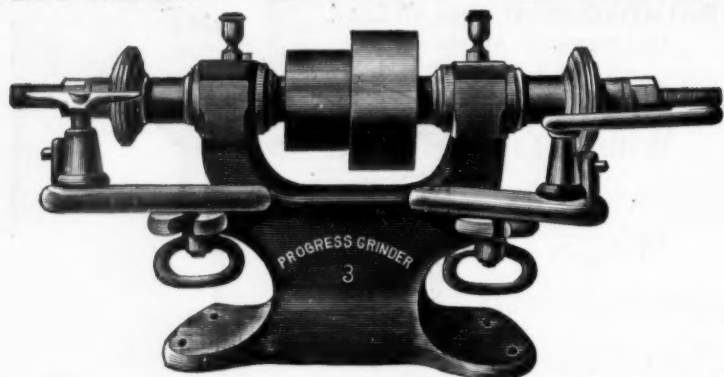
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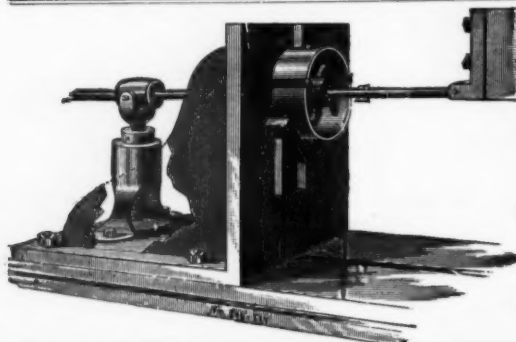


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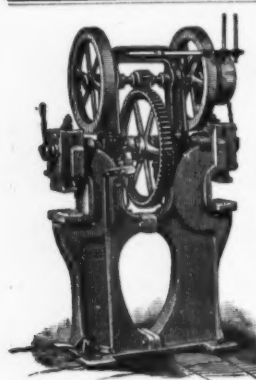
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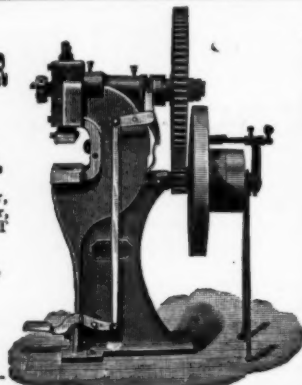
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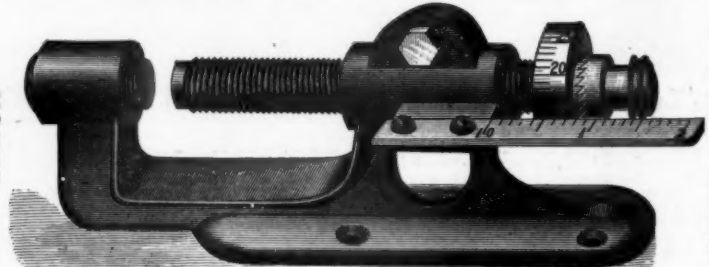
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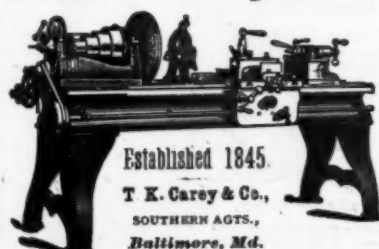
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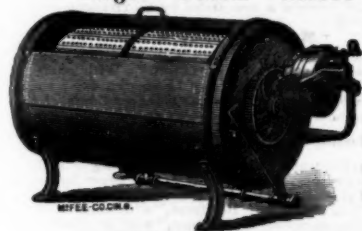
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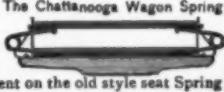
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THE ATHENS MINING & MANUFACTURING CO., at ATHENS, TENN.

A New Railroad Through the Company's Property to the Greatest Iron Fields in the South—A Vein of IRON 75 FEET THICK, only Seven Miles from Athens—Inviting Field for Home-Seekers, and a Splendid Opening for Capital.

The Athens Mining & Manufacturing Company has been organized by an association of gentlemen who are thoroughly acquainted with the wonderful mineral riches of McMinn county, Tennessee, covering the most extensive Iron Fields in the world, measureless beds of Marble of all the best grades and varieties, and vast forests of all the fine Woods used in manufacturing and building, both for ornamentation and utility. The Company is composed of prominent capitalists of New York city, Cincinnati, Louisville, Chattanooga, Knoxville, Atlanta, Selma, Nashville and Athens, the office being at the last named place, with the First National Bank.

The membership of the Company numbers in its composition bankers, brokers, manufacturers, lawyers, journalists, merchants and others, whose high character for business and whose financial standing is a positive guarantee that every proposition made will be faithfully adhered to in detail.

The Company is established upon a business basis, and will be controlled by the strictest business principles. The methods of procedure will conform to such practical and practicable ideas as characterize the most successful and honorable business men of the country. The Company differs from any other ever organized in the South. It does not commence business by flooding the market with stock at a fictitious valuation. It has no stock for sale.

The Lands of the Company comprise a solid body of 800 acres, laying on both sides of the East Tennessee, Virginia & Georgia Railroad, in the northern suburbs of Athens. These Lands have been laid off into wide streets and beautiful lots, preparatory to placing them upon the market, with a view to building a city. The property is a magnificent table land, sufficiently rolling to afford perfect drainage, and commands an excellent view of the valley for miles, and of the Great Smoky Mountains on the east, and the Cumberland Mountains on the West. Upon this property the Company will erect immense Manufacturing Plants, to cost in the aggregate

FIVE HUNDRED THOUSAND DOLLARS,

as a basis for population.

The lots which the Company will sell will be formally placed upon the market on

THURSDAY, JUNE 2D, 1887.

All lots are to be sold and deeded under the most positive guarantee that all money paid in on account of sales will go into the hands of a heavily bonded trustee, to be refunded to the purchasers with six per cent. interest if the Company fails in any particular to comply strictly with all its propositions. (See deed.) These include the erection of

- One 100-Loom Plaid Mill, estimated cost \$100,000.
- One 5-set Woolen Mill, estimated cost \$100,000.
- One Cotton Sheeting Mill, estimated cost \$90,000.
- One 3,000-spindle Cotton Carpet Warp Mill, estimated cost \$60,000.
- One 3,000-spindle Warp (for jeans) Mill, estimated cost \$60,000.
- A hotel, to cost \$30,000.
- Public School Building, to cost \$10,000.

In addition to the above the Company guarantees Electric Lights, Water Works and Street Car Lines. Negotiations are also now pending with a view to the extension of the new Railroad to the large Coal Fields, 25 miles distant, on the Cincinnati Southern Railroad, thereby connecting the vast Iron Deposits with Coal. This will then give North Athens her Iron Furnaces.

The Water to be supplied to the town will be taken from the famous Ingleside Spring, adjoining the property, and which flows over 3,000,000 of gallons each day of very cold water, clear as crystal.

The Company will also donate sufficient ground for other manufacturing enterprises to any company or person desiring to establish the same upon the Company's property, and in addition will subscribe to stock in them.

In a word, The Athens Mining & Manufacturing Company was organized to build a city, and it proposes to stop nowhere short of a full realization of its original purpose.

Elegant lithograph plates of the property, showing the location of each large mill and the course of both railroads through the town, will be displayed at various points, and may be had upon application. Plans and specifications of the mills and other improvements are now being prepared and can be seen at the office of the company at Athens.

The new Railroad, a survey of which is now being made, will be built at once, and will extend to Tellico, 22 miles distant. This Road will open up the richest

IRON, MARBLE AND LITHOGRAPH STONE

Deposits in the United States. One of the veins of Red Hematite Ore, only seven miles distant, is 74 feet thick by actual measurement, and contains, by careful analysis, 53 per cent. of Metallic Iron and only seven per cent. of silica. This is the most notable, but not all of the iron ore. The line of the Road is literally bound by deposits of Iron, Marble and Lithograph Stone, while the lands contiguous to the Road are covered with dense Forests of all the valuable Timbers, such as Walnut, Cherry, Ash, Linn, Hickory, Oak, Cedar, Poplar, Locust, Pine, Maple, Sycamore, &c. There are many varieties of Marble—white, black and variegated in all the colors—and the quantity is positively inexhaustible. It is expected, of course, that the building of this Road, which is an assured fact, will contribute largely to the growth of the new city which the Company is determined to establish.

Copy of Deed of the ATHENS MINING & MANUFACTURING CO.

In consideration of dollars, cash in hand paid, the receipt whereof is hereby acknowledged, and three notes of even date and equal amount, due respectively in six, twelve and eighteen months, interest from date, we have this day sold and do hereby transfer and convey unto the following described real estate, to wit: Lots Block in North Athens, McMinn county, Tennessee. We covenant with said and his heirs that the same is unincumbered; that we have a good right to convey, forever warrant and defend the title to the same. Lien retained until the purchase money is fully paid. Under this purchase it is guaranteed by the Athens Mining & Manufacturing Company that it will erect and equip, or cause to be erected and equipped, upon the above mentioned property in North Athens, the following manufacturing industries and improvements, to wit:

- One Woolen Mill, estimated cost \$100,000.
- One Cotton Sheeting Mill, estimated cost \$90,000.
- One Cotton Plaid Mill, estimated cost \$100,000.
- One Warp Cotton Mill, estimated cost \$60,000.
- One Cotton Warp Mill for jeans, estimated cost \$60,000.
- One Hotel, estimated cost \$30,000.
- One Public School Building, estimated cost \$10,000.

Water Works, Street Car Line and Electric Lights. Also said Company guarantee a Railroad from the E. T. V. & Ga. R. R., passing through said North Athens to the ore beds east of Athens. Said company reserves the right to change any or all of the particular lines of industries to be erected, but in no case to lessen the aggregate expenditure of \$500,000. Of the expenditure of the above mentioned \$500,000, the Company binds itself to expend said sum as follows: \$150,000 in twelve months, \$150,000 in twenty-four months, and the remaining \$200,000 in thirty-six months; but reserving unto itself the right to expend same aggregate sum in less time than thirty-six months, should it deem it advisable.

Under the sale and purchase of said Company it is the contract between the vendor and vendee hereto that all money paid in upon the purchase of lots shall go into the hand of a bonded trustee, who shall hold all money subject to the faithful performance of specific guarantees by said company, and in case said company fails to fulfill said guarantees in the time above mentioned, said trustee is to refund the money with six per cent. interest thereon.

For any information regarding sale or plans call on or address J. T. Woodward, President Hanover National Bank, H. W. McElwee, with Inman, Swann & Co., Cotton Exchange Building, New York; Hon. R. L. Bright, President Tellico Iron Company, Geo. W. Ochs, Manager Daily Times, A. W. Chambliss, Chattanooga; M. O. French, Jo. J. Ivins, U. S. Marshall, Capt. Wm. Rule, Editor Journal, Knoxville; R. J. Fisher, Cashier First National Bank, Athens.

J. L. YOUNG, Secretary of the Company, Athens, Tenn.

Business Chances.

WANTED.—A thoroughly competent mechanic to take the management of a sash, door and blind factory situated on railroad and in the center of long leaf yellow pine timber. Prefer party who would take small interest in company. Factory will be replete with latest improved machinery. Address: Talladega Land & Improvement Co., Talladega, Ala.

WANTED.—A position by one that has experience with wood-working machinery, getting up designs of work, and some experience at stair-building. Address O. E. M., Commercial Pub. Co., Pensacola, Fla.

PARTNER WANTED.—I want a practical party with \$10,000 to purchase half interest and take charge of a well-equipped planing mill and furniture factory combined in one building, and run by one 60-horse-power steam engine, with patent dry kiln attached, and a good trade already established. All who mean business can learn particulars by addressing Jas. B. Hill, Rome, Ga.

WANTED.—An experienced, practical machinist to be foreman in a machinery repair shop. To have charge of four or five men. Must be strictly temperate and come well recommended. Address, stating salary required, Goodwin & Co., Durham, N. C.

A \$3,000 PARTNER WANTED.—I will sell one-third interest in patent for an "improvement on the shoe brush." The invention is a "rubber band or strip attaching to edge of wooden bottom of ordinary shoe brush; said band is studded with short, stout teeth on one side of brush, long, stout points on front end, and corrugations on the opposite side of brush." The teeth or studs loosen mud from shoes, especially heels and soles; the "points" cleanse the "crease," and the corrugations complete the cleansing. I will sell above interest for cash. Royalties will return 500 per cent. annually on investment. C. H. Montgomery, Jacksonville, Ala.

WANTED.—Position as foreman or draughtsman of a machine shop by a person experienced and well up in the best ways of doing work; energetic and practical. Address K., care MANUFACTURERS' RECORD.

WANTED.—A practical superintendent of a marble mill, one who thoroughly understands the marble and stone business. Address H. S. Probasco, Chattanooga, Tenn.

WANTED.—A sober, experienced and thoroughly competent mine boss, to open up and superintend inside working of coal mine. Must give references and state salary expected. Address W. P. Laramore, Trout Creek, Ala.

WANTED.—A practical pattern maker, capable of making ordinary drawings, with some experience in millwrighting and machine work; also, a practical man capable of selling and erecting wind-mills. Address, Progress Engine & Machine Works, Summerfield, Baltimore county, Md.

COTTON PRESS.—I have completed model of a cotton press which possesses substantial merit over any press ever put on market. The advantages are economy in packing power, dispatch of work and ease of management. Not being able to handle it, I desire to dispose of the invention. Correspondence solicited. A. H. Harrington, Harrington P. O., N. C.

WANTED.—A man capable of selecting, preparing and rolling in plug tobacco factory. Must be sober and bring good references. Address C. Whittier, Whittier, N. C.

WANTED.—A man with a small capital and thoroughly acquainted with furniture manufacturing, to take one-half interest in a factory now being built at Sheffield, Ala. Address Z. T. Spencer, Sheffield, Ala.

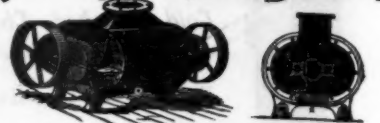
A PARTNER WANTED with \$5,000 to \$10,000 capital to assist in carrying on the business of a first-class machine shop, with good business prospects, located in Atlanta, Ga. Address all inquiries to Box 597, Atlanta, Ga.

A PARTNER with \$10,000 to \$15,000 wanted to operate a cotton mill in Mississippi. Experience not essential. Mill in running order and can be had free of rent for one year, and very low rent after that. I have had 20 years' experience and know that the mill can clear \$100 a day. One firm will contract for all the yarn mill makes for two years at good price. Myron Kent, Natchez, Miss.

A PRACTICAL Stove Manufacturer desires to organize a stock company in a growing manufacturing and commercial Southern city to manufacture stoves and fine castings. Corporations and capitalists who would take an interest, please address for particulars, Stove Manufacturer, care MANUFACTURERS' RECORD.

WANTED.—A position in some responsible machine manufacturing, where steam engines or wood-working tools are built. Have 20 years' experience, and have several important inventions in steam engines and wood-working machinery. For further particulars and reference address H. F., 2014 W. Market street, Louisville, Ky.

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POSITIVE BLAST. IRON REVOLVERS, PERFECTLY BALANCED.

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The above are but a few of the attractive features of GOOD HOUSEKEEPING, Volume Five. Send for a sample copy, and then after carefully perusing it decide whether you can make a better investment for \$2.50 than to take it for one year.

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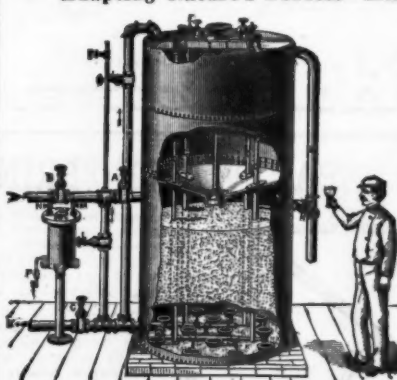
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DECATUR

THE GATEWAY OF ALABAMA.

A REVIEW.

The following Enterprises have been located in Decatur, Ala., in the last Three Months :

The Decatur Land, Improvement & Furnace Company was organized on the 11th day of January of the present year. Since that time there have been commenced—

1st. The Charcoal Company's plant, costing \$125,000. Fifty ovens are erected and ready for operation. Employs 200 men.

2d. A 70-ton Charcoal Iron Furnace, costing \$190,000. Gordon, Laurea & Straubel, of Philadelphia, builders. Employs 100 men.

3rd. One 100-ton Blast Iron Furnace, costing \$225,000, by the Decatur Land, Improvement & Furnace Company. Employs 200 men.

4th. The Decatur Iron Bridge & Construction Company, George A. Moor, of Keokuk, Iowa, president; Mr. Robt. Curtis, of Chicago, vice-president. Cost \$100,000. Employs 150 men.

5th. The American Oak Extract Co., J. E. McCarty, of Barksville, W. Va., president. This is the largest enterprise of the kind in the world. Cost \$65,000. Employs 100 men.

6th. Ivens & Son, of New Orleans, Steam Engines and Iron Working Plant. Building is 280 feet by 100 feet. Cost \$100,000. Employs 100 men.

7th. Morse Cotton Compress, 90-inch, from Steers & Co., of New Orleans. Plant costs \$45,000. Employs 52 men.

8th. N. K. Meade & Co., of Cincinnati, Ohio, mammoth Sash, Door & Blind Factory. Cost \$50,000. Will employ 100 men.

9th. Berthard & Co., of Springfield, Ohio, Sash, Door & Blind Factory, costing \$15,000. Employs 20 men.

10th. Brush Electric Light Co., for a thirty light plant. Cost \$8,000. Employs 5 men.

11th. The Ironton, Ohio, Wheelbarrow Company, costing \$25,000. Employs 50 men.

12th. Inman & Co., of New York City, Water Works System. Cost of plant, \$100,000.

13th. Blymeyer Artificial Ice Company, of Cincinnati, to be in operation June 1st. Cost of Plant, \$10,000.

14th. Three Brick Yards are in operation at this place, one Eureka Dry Press Steam Machine, two Anderson Chief Machines. Cost \$40,000. Men employed, 90.

15th. Decatur Lumber Co., B. E. Poley, Auburn, Ill., manager. Carries 500,000 feet of lumber in stock.

16th. Three hundred and fifty carpenters are engaged in erecting cottages.

17th. Natural Gas Co., A. F. Murray, president; H. G. Bond, of New York, treasurer. Capital stock \$200,000.

18th. First National Bank, capital \$100,000. C. C. Harris, president; W. W. Littlejohn, treasurer.

19th. Second National Bank, capital \$100,000. Judge H. G. Bond, president; W. K. Wilson, of Kansas City, treasurer.

20th. Merchants' Insurance Co., of Decatur; capital \$100,000. J. W. Nelson, of Chicago, president; C. Peacher, of Montgomery, secretary.

21st. Decatur Building Association, capital \$300,000.

✦ Railroad Facilities. ✦

This town lies on the south bank of the Tennessee river, at the junction of the Louisville & Nashville Railroad and the great East Tennessee, Virginia & Georgia system. Thus, it has already an admirable railroad system, her trunk lines running to all cardinal points of the compass. In addition to these great trunk lines of road, the Rome & Decatur Railroad, from Rome, Ga., northwest, to Decatur, is being rapidly built, and will soon be completed.

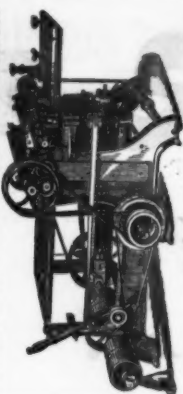
Charters for two other roads have been obtained, one running southwest to Aberdeen, Miss., to connect with the Illinois Central system, the other running south and west to Selma, Ala., to connect with the Mobile & Ohio at Columbus, Miss.

✦ Decatur is one of the Healthiest Cities in North Alabama. ✦

The Health Officer's report for Morgan County shows that the death rate among the whites in Decatur for the year 1886 was only 11 in 1,000.

THIS IS AS GOOD A REPORT AS ANY TOWN IN THE STATE CAN SHOW.

Economist Planer and Matcher.



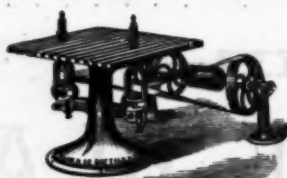
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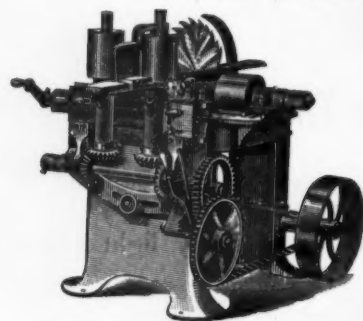
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 make no charge for hammering any Large Circular Saw that we can't make "go."
 GIVE US A TRIAL, and for toughness of temper, durability and quality of
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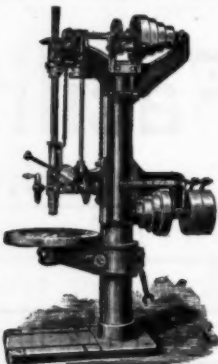
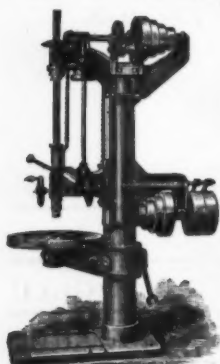
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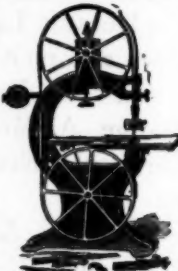
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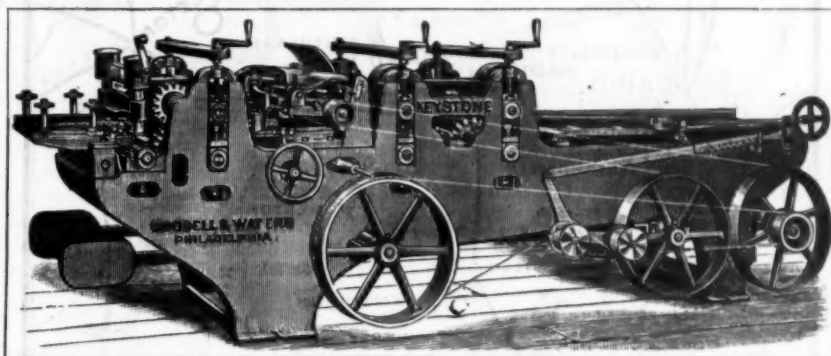
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STEARNS' Fractional Head Blocks, Edgers, Cut-Off Saws, Trimmers.
 The Wilkin Pony Gang. No foundation. Capacity 30,000 to 40,000 feet of Flooring per day. The
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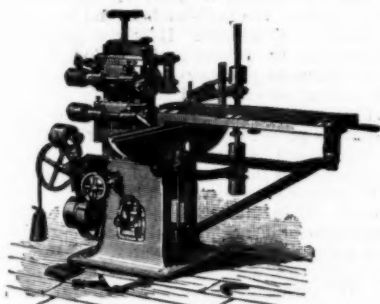
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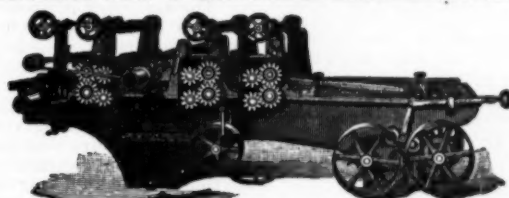
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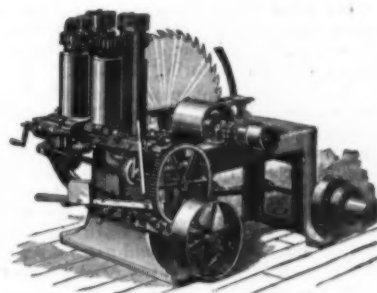
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THOS. P. EGAN, President.

EDWIN RUTHVEN, Secretary.

FREDERICK DANNER, Superintendent.

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Buy "THE NEW SOUTH." HANDSOMELY BOUND IN CLOTH. PRICE, \$2.50. MANUFACTURERS' RECORD CO., Publishers, Baltimore, Maryland.

GRAND RIVERS COAL, IRON & RAILROAD CO.

Authorized Capital
\$20,000,000.



Chartered by the Laws
of the
State of Kentucky.

This Company owns 16,000 acres of brown hematite and magnetic iron ore lands, in Livingston and Lyon counties, Ky., between the Cumberland and Tennessee rivers. The Chesapeake and Ohio Railroad runs through this property. Also 4,000 acres of coal land in Hopkins county, Ky., about thirty miles from the iron lands.

The quantity of iron is inexhaustible. The quality is of the best. Prof. David Dale Owen, the noted State Geologist of Kentucky, in his official report says that it is equal to any in the United States. The ore produces from 55 to 65 per cent. of pure iron. It contains very little phosphorus, not over $\frac{1}{4}$ to $\frac{1}{2}$ of 1 per cent. Before the war, large operations were carried on upon these lands. The celebrated Hopewell Furnace was on the company's land; also the Mammoth Furnace. The quality of iron enables the best boiler-plate of the world to be made at this point. The Hillman Furnace property joins these lands. Within five miles of this place was the Kelly Furnace, where the first Bessemer steel was made. This is a matter of court record. In quality these ores are superior to any in the South-west; in quantity, they are equal to the richest veins of the Lake Superior region, if all were collected together upon a space of about 16,000 acres.

The coal, which is thirty miles farther up the Chesapeake and Ohio Railroad, is on a par with the iron. The Kentucky coal now in extensive use at Memphis, New Orleans and other points, is mined within two miles of this Company's property. There are from seven to twelve veins of coal, from four to ten feet in thickness. The vein known as No. 12 covers the entire property, and ranges from six to eight feet in thickness. This vein, as well as Nos. 9, 10 and 11, lies above drainage. Prof. D. D. Owen says that this vein of No. 12 is of such a quality that it can be used raw for smelting iron. This saves the expense of coking. The coal, however makes admirable coke.

This is the only iron property in the South which has limestone, the necessary fluxing material, in the very midst of the iron ore. The quantity is adequate to the demand of every furnace in the South.

On these lands are also found china clay, potters' clay, fluor-spar, fire-brick clay and enormous forests of the finest varieties of timber. The fluor-spar has been mined and sold for \$15 per ton. All the industries which once made this region flourish and prosper, died down during the war.

A most important item in manufacturing enterprises of the present, is the motive power for running machinery. The three best are coal, natural gas and water power. Of these, this Company certainly commands two. The only one of the three in doubt is natural gas. Experts inform the Company that no indications fail which would lead them to expect the presence of natural gas. Nearly every well of this has been discovered along a line of latitude which runs through this property. It is near vast coal fields. The geological conditions are favorable. The Company intends to bore for gas as soon as it can get to work. If discovered the stock will at once be worth par. If the Company does not find natural gas, it will then carry out the other plan for obtaining an unlimited quantity of water power.

The most remarkable natural feature of the Company's property, is the two rivers, which run close together at this point. In a straight line the distance is $\frac{1}{4}$ miles. Along the line of the railroad, from bridge to bridge, the distance is $\frac{1}{4}$ miles. The Cumberland is just fifteen feet higher than the Tennessee, as shown by the surveys of the Chesapeake & Ohio Railroad. A canal will be constructed, which will supply a greater quantity of water power than is to be found in the same area in any place in America or Europe. By means of the undershot wheel, the canal would be able to run more manufacturing establishments than all in Massachusetts put together.

So much for the coal, iron ore and motive power. These produce articles for sale. But in order to compete successfully with the skill and capital of the rest of the world, it is essential that the things produced should be marketable. The chief requisite is cheap transportation. If navigation makes cheap transportation, then this Company has the cheapest transportation in the world. This is practically the center of navigation in the Southwest. A glance at the map will demonstrate this. Louisville, Cincinnati, Nashville, St. Louis and Memphis are equi-distant, and all accessible by water. All the recent coal and iron enterprises have been compelled to construct railroads to render them accessible. Here one railroad, which runs from the Gulf of Mexico to the Atlantic seaboard, is in active operation. The Ohio Valley Railroad will pass through the Company's property, rails having been laid to a point twenty miles distant. Here are the Tennessee, the Cumberland, the Mississippi, and the Ohio rivers to hold them in check. Steamboats, barges and tow-boats solve the problem of cheap transportation. A practical iron and railroad man has calculated that this Company can lay down pig iron in the St. Louis market \$3 per ton cheaper than from any other point in Alabama, Tennessee or Kentucky.

The country is a valley of Virginia in miniature. The land is rich, friable and loamy. It produces fine tobacco, grain and other crops. The Company owns arable lands enough to supply all the field products that could be consumed in a town of 100,000 inhabitants.

The entire capital stock has been issued as paid-up stock to the holders of the land, with whom this company has entered into a contract to develop the property substantially as follows: The land-holders are to retain, say \$5,000,000 of the stock, agreeing not to place their stock on the market, until the Company, acting for them, has placed \$7,500,000 of stock at not less than \$10 per share; the proceeds of \$2,500,000 of the stock to be devoted to development purposes; the proceeds of the other \$5,000,000 of stock, and such additional stock of the land-holders as may be necessary, to be used in completing the title to the land. In case the amount subscribed shall be more than \$7,500,000 then the excess shall come out of the stock of the land-holders, and not out of the stock in the treasury of the Company, which is \$7,500,000. It is not probable this treasury stock will ever be put on the market, as the proceeds of the Company's lands, it is believed, will answer for future development purposes, and the treasury stock will be divided pro rata among the stock-holders, or cancelled.

The sources of revenue of the Company will be the sale of pig iron, iron ore, cement gravel, of which immense beds are on the Company's property, coal, fluor-spar, lumber, charcoal and coke. Besides this, the sale of lots, which is about the only source of revenue of other companies, it is expected, with judicious management of the money in the treasury and the proper improvement of the property, to produce a revenue which will render unnecessary any further sale of stock. If inexhaustible quantities of iron ore, limestone, cement gravel, potters' clay, fluor-spar, fine agricultural lands, timber, a high rolling country well drained and supplied with good freestone water, two rivers, and two railroad can make an enterprise successful, this will be more successful than anything of the kind ever before inaugurated. The projectors have acted a liberal part, and look for their profits in the general success of all.

A striking feature in this enterprise is the fact that the stock is receivable at par for all lands and lots sold by the Company. All stock so paid in will be cancelled. This will act as an inducement to bona fide investors, and will have an instantaneously good result on the general prosperity of the Company. There will be no sale of lots until the property has been extensively improved.

The site for the town will be laid off and plotted, and buildings will be erected at once. No sale of lots will take place before one year.

EXECUTIVE OFFICERS.

JNO. G. HOUSTON, PRESIDENT.

C. D. PEARCE, 1ST VICE-PRESIDENT.

D. T. PORTER, 2ND VICE-PRESIDENT.

GEO. SELDEN, 3RD VICE-PRESIDENT.

THEO. PLUMMER, SECRETARY.

SAFE DEPOSIT, TRUST & BANKING COMPANY, TREASURER.

DIRECTORS.

JOHN G. HOUSTON, President Safe Deposit, Trust & Banking Co. Nashville, Tenn.
A. S. COLVAR, President Alabama & Tennessee Coal & Iron Co., Nashville, Tenn.
J. H. EAKIN, Secretary and Treasurer Mammoth Cave Railroad Co., Nashville, Tenn.
JAMES PHILLIPS, Manager Mud River Coal Co., Nashville, Tenn.
J. H. MOORE, Lawyer, Nashville, Tenn.
A. W. STOCKELL, Lawyer, Nashville, Tenn.
JOHN A. McEWEN, Merchant, Nashville, Tenn.
ALBERT B. TAVEL, Publisher, Nashville, Tenn.
ISAAC REESE, Secretary and Treasurer Union Publishing Co., Nashville, Tenn.
EUGENE CORBETT, Manufacturer of Saddlery, Nashville, Tenn.

W. W. SMITH, Southern Agent Erie City Iron Works, Nashville, Tenn.
THEO. PLUMMER, Secretary and Treasurer Nashville Lumber Co., Nashville, Tenn.
D. T. PORTER, President First National Bank, Memphis, Tenn.
E. F. ADAMS, Lawyer, Memphis, Tenn.
HON. JAMES PHELAN, President The Avalanche Publishing Co., Memphis, Tenn.
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C. D. PEARCE, Business Manager Courier Journal Co., Louisville, Ky.
B. DUPONT, President Louisville City Railway Co., Louisville, Ky.
GEORGE SELDEN, President Erie City Iron Works, Erie, Pa.
H. S. SHIELDS, of Wm. Deering & Co., Chicago, Ill.

Anyone at a distance can purchase this stock by depositing with any bank the cash payment and telegraph the SAFE DEPOSIT, TRUST & BANKING Co. of Nashville, Tenn., to enter their names.

Any further information will be cheerfully given by addressing THEO. PLUMMER, Secretary, Nashville, Tenn.

CONTRACT.

We, the undersigned, hereby agree to purchase the number of shares opposite our respective names of the paid-up, non-assessable stock of the GRAND RIVERS COAL, IRON & RAILROAD Co., of the par value of one hundred dollars per share, for which we will pay ten dollars per share, payable one-half cash, balance in thirty and sixty days.

To Build Railroad at once.

CHATTANOOGA, TENN., May 28, 1887.
Editor Manufacturers' Record:
 The Chattanooga Western R. R. will be built at once. The engineer corps is now at work on the line. J. W. ADAMS.

Erecting a Saw Mill.

WALTERBORO, S. C., May 28, 1887.
Editor Manufacturers' Record:
 Mr. Wm. Stokes is now erecting a saw mill near here. E. M. JONES.

Smoking Tobacco Factory.

SALISBURY, N. C., May 28, 1887.
Editor Manufacturers' Record:
 I, with others, will start a steam smoking tobacco factory about 1st or 10th June. T. B. BEALL.

Roller Flour Mill.

SALISBURY, N. C., May 28, 1887.
Editor Manufacturers' Record:
 I have received Jacob Stirewall's order for a 30 to 40 barrel roller mill, the full cost and completeness of which is not yet fully determined. His address is Mill Hill, Cabarrus county. J. R. KEEN.

Started a Can Factory.

BALTIMORE, MD., May 28, 1887.
Editor Manufacturers' Record:
 We have started a can factory at Atlantic wharf, Canton, for manufacturing hand-made cans. Our capacity will be 75 to 100 M cans per week at present. EMMART, WIGHTMAN & CO.

MEMPHIS, TENN., May 28, 1887.
Editor Manufacturers' Record:
 The Mobile & Northwestern Railroad have made a survey from Eagles' Nest to Dublin, a distance of sixteen miles, with the expectation and intention of extending their line, and I think that the track will be made standard gauge. M.

HONEY GROVE, TEXAS, May 26, 1887.
Editor Manufacturers' Record:
 The Edison Electric Light Co., of Dallas, Texas, has been figuring with us. More than likely the plant will be put in some time soon. J. H. SMITH.

Will Build to Shreveport.

ST. LOUIS, MO., May 24, 1887.
Editor Manufacturers' Record:
 The St. Louis, Arkansas & Texas Railway will build from Lewisville, Arkansas, to Shreveport, Louisiana. S. W. FORDYCE, Pres.

New Saw Mill.

CEDARTOWN, GA., May 28, 1887.
Editor Manufacturers' Record:
 My saw mill was burned; will not rebuild, but will supply its place with a new mill and outfit. R. H. BREWER.

BESSEMER, ALA., May 28, 1887.
Editor Manufacturers' Record:
 The Berney Bros. (Wm. & C. Berney) will open a bank here in October next, to be managed by Mr. C. Berney. The architect is now drawing plans for a \$6,000 building. WILLIAM BERNEY.

ANNISTON, ALA., May 27, 1887.
Editor Manufacturers' Record:
 I have secured sufficient ground to put sewer pipe works with my fire brick works. I have not, however, fully determined to build the works. I hope to commence making fire brick by July 15th. CHAS. TAYLOR & SONS.

A Gold and Silver Mining Company.

HOT SPRINGS, ARK., May 28, 1887.
Editor Manufacturers' Record:
 The Arkansas Mining & Smelting Co., Hot Springs, Garland county, Ark., has been incorporated with a capital of \$5,000,000, divided in shares of \$25 each. The property of this company embraces 13 valuable claims (600x1,500 feet each) located together, about seven miles north of Hot Springs. Assays of the ores, which are free milling in character, taken from the claims just as they run, have resulted in finding \$42 to \$85 to the ton, or an average of \$52. The proportion of precious metals found are about two-thirds gold and one-third silver. Only a small portion of the stock, or a sufficient quantity to enable the company to purchase a first-class mining plant and prepare for its erection, will be sold, and it is the intention of the directors to continue work on tunnels and shafts which have brought to light such valuable ores. The officers of the Arkansas Mining & Smelting Co. are: Geo. Miller, president; Dr. L. S. Thompson, vice-president; Geo. W. Watson, secretary, and J. P. Mercer, treasurer. The directors are Geo. Miller, Geo. W. Watson, W. H. Hughes, J. A. Townsend, J. P. Mercer, L. S. Thompson, L. D. Cain and W. H. Little. C. P. D.

Erecting New Foundry.

KNOXVILLE, TENN., May 30, 1887.
Editor Manufacturers' Record:
 We are erecting a separate brick building for our soft foundry, representing an investment of \$12,000. Heretofore we have made our wheels and soft castings in the same building, but the orders for each have increased so fast that we are compelled to make the change. KNOXVILLE CAR WHEEL CO. CHAS. H. BROWN, Prest.

To Develop Mineral Lands.

KNOXVILLE, TENN., May 24, 1887.
Editor Manufacturers' Record:
 The American Association has bought and will develop 50,000 acres of coal and iron lands at and near Cumberland Gap. The company will build a railroad to connect their properties north and south with the L. & N., the N. & W., and the R. & D. systems. ALEX. A. ARTHUR

To Build a Large Hotel.

NEAR FORT MONROE, VA., May 25, 1887.
Editor Manufacturers' Record:
 I am preparing plans for a magnificent hotel at Buck Row Beach on the Chesapeake bay opposite the capes, which, when completed, with its race course, will eclipse the Hygeia hotel or Mr. Chamberlain's proposed new hotel. P. T. WOODFREE, Prest.

Building Saw and Planing Mill

BOLLING, ALA., May 30, 1887.
Editor Manufacturers' Record:
 We are building another large saw mill and planing mill, and dry kilns for same. The saw mill will have all of the modern improvements, and is being built at this place. The output will be 40,000 feet daily. MILNER, CALDWELL & FLOWERS L. CO.

Erecting Cotton Compress.

HILLSBOROUGH, TEXAS, May 25, 1887.
Editor Manufacturers' Record:
 We are erecting a 90-inch cylinder Taylor lever compress here, with 700 bales daily capacity. Our capital stock is \$50,000. The directors are W. C. Cherry, A. H. Files, Geo. Faylor, E. B. Stroud, A. Rosenbaum, B. K. Brockinton and J. C. Morris. Will be in operation August 15. Machine being made in St. Louis, Mo. W. C. CHERRY.

New Machinery.

KNOXVILLE, TENN., May 24, 1887.
Editor Manufacturers' Record:
 We have put in new steam hammer, boiler and engine, shafting, new cast iron forges for smith fires, and other machinery to do the work we intend to do. We intend to do all kinds of marble work, &c. DAVIS & SON.

LEAVENWORTH, KAS., May 22, 1887.
Editor Manufacturers' Record:
 There was organized a company to evaporate fruit by the Plummer patent process at Fort Smith, Ark., May 19, 1887. The capital stock is \$25,000. All paid up or to be within 60 days from that date. WM. S. PLUMMER.

Starting Manufactories.

DICKSON, TENN., May 24, 1887.
Editor Manufacturers' Record:
 We are erecting planer, sash and door works, 40x120 feet, 2 stories, and brick and tile works with capacity of 30 M per day. Will soon begin the erection of woolen mill, 50x125 feet; also axe handle and furniture factory. Good skilled workmen with small means can find a profitable investment, as all our works are co-operative in shares of \$5 each. No watered stock but straightforward legitimate transactions. We will also build grist mill with roller process. DICKSON CO-OPERATIVE MFG. CO.

GAINESVILLE, GA., May 24, 1887.
Editor Manufacturers' Record:
 Mr. Merck and myself have the contract to build a cotton factory in this place. We began laying brick yesterday. The factory's stock is \$35,000. Want to get in operation by the 1st September. JOHN R. JONES.

MARSHALL, TEXAS, May 28, 1887.
Editor Manufacturers' Record:
 We have recently added to our machine shop an Eberhardt shaper and also a Pond lathe swinging 46 inch and 24 foot bed. MARSHALL CAR WHEEL & F. CO., C. COBB, Genl. Man.

SAN MARCOS, TEXAS, May 26, 1887.
Editor Manufacturers' Record:
 The contract for grading the San Marcos, Lockhart & Smithville Railroad has been let to Burns & Peters, conditioned that the work be completed by October 1st next. Work has already commenced. Indications are that work on the proposed San Marcos & Luling Railroad will begin in July or August. CRESSET.

Brick Works.

ASHEVILLE, N. C., May 30, 1887.
Editor Manufacturers' Record:
 We are starting brick works. PATTON & CO.

A Canning Factory.

HICKORY, N. C., May 29, 1887.
Editor Manufacturers' Record:
 We have commenced operations in our canning factory. Will enlarge as necessity requires. LINK, MCCOMB & CO.

Will Extend Lumber Railroad.

TEXARKANA, ARK., May 28, 1887.
Editor Manufacturers' Record:
 The Gate City Lumber R. R. Co. will extend their line of road the coming season into Arkansas in a direct line between Texarkana and Shreveport, possibly 25 miles. GATE CITY R. R. CO.

ONANCOCK, VA., May 24, 1887.
Editor Manufacturers' Record:
 I commence building hotel 12th day of July by contract, and is to be finished by 30th day of September, 1887. B. T. PARKER.

Opening for Tobacco Factory.

JOHNSON CITY, TENN., May 30, 1887.
Editor Manufacturers' Record:
 Any first-class tobacco manufacturer can find cash capital to the extent of one-half interest for such an enterprise at this place Address, W. A. KITE, Corresponding Sec'y Board of Trade.

BESSEMER, ALA., May 30, 1887.
Editor Manufacturers' Record:
 The Bessemer Printing & Publishing Co. will this season erect a 4-story building, 50 feet front by 102 feet depth, of brick and stone, corner 19th street and Alabama avenue, costing not less than \$20,000. The publication of The Bessemer (weekly) commences this week. WM. H. H. JUDSON, Sec. and Man.

ANTHONY, FLA., May 29, 1887.
Editor Manufacturers' Record:
 An extensive deposit of pure lime has been discovered on my place, about one mile east of Anthony. I have contracted one-half interest in same to Dr. D. A. Smith, of Anthony. We will put in machinery and commence operation as soon as the necessary capital can be obtained. JESSE STRANAHAN.

ATLANTA, GA., May 24, 1887.
Editor Manufacturers' Record:
 The changes, rebuilding and refurnishing of the Markham House will cost between \$35,000 and \$40,000, and we hope to be open by June 15. ERVIN MAXWELL.

LEESBURG, VA., May 25, 1887.
Editor Manufacturers' Record:
 We have the contract for building the town hall. NORRIS BROS.

ROME, GA., May 21, 1887.
Editor Manufacturers' Record:
 The Rome Investment Co. will build a dummy line through East Rome. Work to begin in a short while. ROME INVESTMENT CO.

GOLDSBORO, N. C., May 24, 1887.
Editor Manufacturers' Record:
 We have the contract to build the furniture factory, which is now in course of erection. It is a home enterprise, and is owned by a stock company, of which Mr. W. H. Borden is president. PORTER & GOCHWIN.

TALLADEGA, ALA., May 30, 1887.
Editor Manufacturers' Record:
 We are going to let the contract for a house for blind academy, June 15. Three story brick; cost about \$16,000. J. H. JOHNSON.

FINCASTLE, VA., May 30, 1887.
Editor Manufacturers' Record:
 Mr. L. P. Holliday and Mr. J. C. Simpson talk of manufacturing fruit and vegetable cans and cases at this place. M. W. CAMPER.

PARKERSBURG, W. VA., May 31, 1887.
Editor Manufacturers' Record:
 We have incorporated under the name of Consumers Coal & Mining Co. W. J. KEEVER.

Overhauling Flour Mill.

KENNESAW, GA., May 30, 1887.
Editor Manufacturers' Record:
 We are overhauling our flour mill and machinery. T. J. HARDAGE & CO.
 JEFFERSON, TEX., May 24, 1887.
Editor Manufacturers' Record:
 We have the contract to grade the Sabine, Galveston & St. Louis Railroad. GRIGSBY BROS.

A President's Opinion of the Law.

In his recent annual report to the stockholders president J. M. Ashley, of the Toledo, Ann Arbor & North Michigan Railroad Co, expresses his opinion of the interstate commerce law in very plain language. He says:

It is claimed by some railroad men whose opinions are entitled to respectful consideration that the so-called interstate commerce act will be financially advantageous to this and other companies situated as we are.

This claim may be true, and I am inclined to believe that it is; but whether true or not I am utterly opposed to all such class legislation. Paternal government is an offense against civilization and hostile to personal independence and individual responsibility. That government is best which governs least. The enactment of the so-called "interstate commerce bill" into law, is in effect an act to cripple and destroy, rather than regulate, interstate commerce; an act to invite, at the expense of the railroad property owners of the country, every knave and crank, or person with a real or fancied grievance, to interfere with and embarrass (either in the district courts of the United States, or before the interstate commissioners, as he may elect,) the legitimate business of a common carrier, and by repeated and persistent attacks upon it, to render such business insecure and unprofitable.

The act not only invites cranks and knaves, without expense to themselves, to make such attacks, but guarantees in each case (whether they succeed or fail) an attorney's fee at the expense of the common carrier. It also invites any combination of persons, or the most desperate and unscrupulous enemy of any common carrier, to institute proceedings against it, out of pure malice, without so much as requiring him or them to allege in his or their complaint any damage to himself or themselves personally, and the commissioners are specially charged, in the act, not to dismiss any such complaint because of the absence of any direct and distinct claim for personal damages on the part of such complainant.

It is difficult to conceive of a law more repugnant to every idea of justice. No man at all familiar with the history of our country will claim that such an act was ever contemplated by the framers of the constitution. The power to regulate commerce among the several States was vested in Congress to the end that commercial intercourse within the national jurisdiction should be free and unrestricted by unfriendly or hostile State legislation. It was never intended that Congress shall exercise this power so as to restrain or destroy such interstate commerce, or abrogate private contracts. The act creates a commission which is in fact an irresponsible "Star chamber," with authority to suspend, amend or abrogate the law at pleasure, and which, on its own motion, may at any moment when it so elects become, in turn, informer, judge, jury and executioner, and from whose decrees there can be no appeal. It is safe to say that it is the most indefensible act of the American Congress, except the infamous "fugitive slave bill."

If the Congress of the United States may legally create such a commission as the Interstate Commission, and clothe it with unlimited and irresponsible power, it may create a hundred or a thousand such commissions, and thus destroy every constitutional safeguard of a free government!

The men in charge of the great railroads of the country, are, as a rule, men of character, and are recognized as men of mark and extraordinary ability, and yet this act requires all persons engaged in the business of a "common carrier," not only to submit to, but to aid in the execution of a law so offensive and unjust that if its requirements in the mode and manner of conducting its trials were applied in the criminal courts in the trial of thieves and murderers, or the most notorious criminals, the whole country would cry out against it, and join in demanding its prompt repeal.

COLUMBUS, GA., May 26, 1887.

Editor Manufacturers' Record:

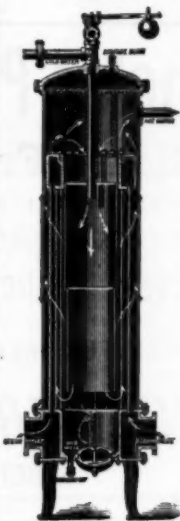
I have the contract from the Swift Manufacturing Co. for a storeroom 50x10 feet to be covered with iron, and used for the storage of manufactured goods. Mr. Homer Howard is making changes in the old Jacques building, and expects to have machinery running there for the manufacture of cotton goods within 3 months. Mr. T. I. Pierce is putting in machinery for the same purpose, at his building opposite the Muscogee mills. T. L. GRUZARD.

TYLER, TEXAS, May 24, 1887.

Editor Manufacturers' Record:

B. B. Cain, A. L. Clark, J. D. Moody, L. B. Fish, J. J. Daglish and myself compose the Tyler Lumber & Manufacturing Co., capital \$50,000, now carrying two million feet lumber in stock and manufacturing dressed lumber of all kinds. Have a patent dryer. The last three, together with H. H. Rowland and Ben. W. Rowland, compose the Tyler Water Company, capital \$100,000. Will supply this city of 8,000 inhabitants with all the water they want and will pay for. H. G. ASKEW.

THE GOUBERT PATENT Feed-Water Heater AND PURIFIER.



Can be thoroughly cleaned without taking it apart.

Has a positive device for the prevention of Back Pressure. Purifies the water better than any other exhaust steam heater.

Has a positive circulation, making all parts of the heating surface equally effective.

Brass Tubes Free to Expand.

Efficient and Durable.

For Circulars and Specifications, address

The Goubert
Mfg. Company,
5 BECKMAN STREET, NEW YORK.

For Sale Cheap ON LONG TIME.

1 32 in. x 32 in. x 9 ft. heavy, second-hand planer.
1 Davis Keyseater, 3/4 in. to 1 in., Keyseaters, Bargain.
3 Steam Pumps, second-hand. All sizes.
1 Chasing Lath, 17 in. x 5 ft. Bed. New Haven.
1 No. 4 Sturtevant Blower. Good as new.
1 Second-hand Corn Grinding Mill.
1 10 Horse Power and 1 12 Horse Power Portable Engine and Boiler on wheels, second-hand.
Vertical Engines, 1 to 20 Horse Power.
Horizontal " 6 to 90 "
Vertical and Horizontal Boilers, either iron or steel—any horse power desired.
Round and Square Tanks—all sizes.
Saw Mills and Planing Mill Machinery and Machine Shop Tools.

Also,
Shafting, Pulleys, Hangers, Belting, Belt Fasteners, Lace Leather, Belt Grease, Journal Grease, Pipe, Tubes, Fittings, Valves, Pipe Tools, Files, Bolts, Set and Cap Screws, Wrought Rim Pulleys, Sheet Gum and Packing, all kinds. Boiler Scale Preventive, Gardner Governors 3/4 in. to 4 in. in stock.
Headquarters for Gas Engines.
One Sturtevant Blower, Monogram Pattern.

WM. C. CODD,

2010 and 2012 Aliceanna Street,
BALTIMORE, MD.

McShane & Bell Foundry

Fine Iron and Brass Castings Made to Order.



Manufacture those celebrated Bells for Tower Clocks, Court-Houses, Cotton Mills, Factories, &c. Prices and catalogues sent free. Address H. McSHANE & CO. Baltimore, Md.
Mention this Paper.

West Nashville, Tenn.

THE NEW

Manufacturing Town of the South.

THIRTEEN INDUSTRIES

WITH AN AGGREGATE

Capital Stock of over \$3,000,000.

Already Located There.

A CENTER OF THE

CHARCOAL IRON BUSINESS.

MANUFACTURING SITES

Given to All Desirable Applicants.

The new town is situated in the heart of the famous Mineral Region of Tennessee. The Climate is one of the best in the world. All the Commercial, Educational and Social Advantages of the old City of Nashville, with its population of 80,000, will be available to the people of West Nashville.

NASHVILLE, TENN.,

the most important distributing point of the South, which re-wholesales goods bought in the North, proposes to make hereafter these goods on her own soil.

In the saving of freight alone there is a dividend of ten to twenty per cent. on the stock of any concern that will remove from the North and manufacture its goods in West Nashville. The

NASHVILLE LAND IMPROVEMENT COMPANY,

organized to furnish ample manufacturing facilities, gives land and offers other inducements to substantial concerns wishing to remove from the North.

The Manufacturing Town of

WEST NASHVILLE

has a frontage of 2 1/2 miles on the Cumberland River, that is navigable for 400 miles above Nashville, and below Nashville connects with the Ohio and Mississippi Rivers.

West Nashville has ample Railroad Facilities, by which it is connected with all the Railroad Systems of the United States.

Among other industries already located at West Nashville is the

NASHVILLE IRON, STEEL & CHARCOAL COMPANY,

with a capital stock of \$700,000, Gen. Willard Warner, President. This company is erecting two 50-ton Charcoal Blast Furnaces and Charcoal and Chemical Works, covering the treatment of 80,000 cords of wood annually.

Besides the industries located at West Nashville, we invite the establishment of Rolling Mills, Steel Plants, Boiler and Machine Shops, Nail and Horse-Shoe Plants, Plow and Wagon Factories, Planing Mills, Cotton and Woolen Mills, Boot and Shoe Shops and other industries.

For circulars, pamphlets and other information address

J. M. REILLY, Secretary,

13, 14 and 15 Cole Building,

NASHVILLE, TENN.

PITTSBURGH LOCOMOTIVE AND CAR WORKS,

PITTSBURGH, PA., Manufacturers of

Locomotive Engines for Broad or Narrow Gauge Roads,

From standard designs or according to specifications, to suit purchasers.

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RAILROAD TRACK TOOLS. &c.

Every Hammer or Tool having our name is fully warranted. Catalogues and discounts sent on application.

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Manufacturers of the Latest Improved Self-Adjusting ROLLER BUSHED and GENUINE METALINE BUSHED and Iron Bushed Rope and Iron Strapped

TACKLE BLOCKS.

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Improved Self-Adjusting Roller Bushed Iron Sheave.

Send for the Celebrated
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Improved Harcourt Patent Block.

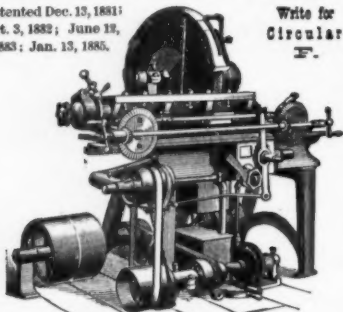
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Improved Self-Locking Link Snatch Block.

Springfield Glue & Emery Wheel Co.

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IMPROVED AUTOMATIC KNIFE GRINDERS.

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It is the only Grinder run with water to prevent heating and drawing the temper. Once in motion requires no attention. Will ship on its merits for 30 days' trial, and if not satisfactory can be held subject to our order.

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Force Pumps,

Iron and Brass

Cylinders,

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Rotary Pumps,

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Hydraulic Rams,

Garden Engines,

&c., Well Drillers'

and Well Drivers'

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tations sent on ap-

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Hand and Power Piston Pump.

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SQUARING SHEARS, CIRCLE SHEARS,

PRESSES, DIES, ETC.

Tinnery and others, we offer you the best Snips
ever made. We make five sizes:

No.	10	9	8	7	6 1/2	No.	10	9	8	7	6 1/2
Cut....	2 1/2	3	3 1/2	4	4 1/2 in.	Price...	\$1.40	\$1.50	\$2.00	\$2.50	\$3.00
Weight	1	1 1/4	2	3	4 lbs.	Postage	18	25	36	48	70 cts.

We cannot send the Snips C. O. D.; it would cost 25 cents for return charges. Send your money by Postal Order, Postal Note, Money Order, or Postage Stamps.

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STEEL
HEARS.FORGED
FROM

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OIL.

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THE FINEST. AS GOOD AS THE BEST.

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ANVILS.	
Eagle and Vulcan.....	10 c. dis 20%
Wright's.....	9 1/4 c
Armstrong's Mouse Hole.....	9c
Trenton.....	10c
Wilkinson's.....	10c

AUGERS AND BITS.	
Conn. Valley Mfg. Co.....	extra, 60¢ to 1 \$
Douglas Mfg. Co.....	No. 1, 60¢ to 1 \$
Ives.....	dis 55¢ to 1 \$
Cook's Douglas Mfg. Co.....	dis 55¢ to 1 \$
Grissold.....	dis 50¢ to 1 \$
Patent Solid Head.....	dis 25 %
Russell Jennings' Auger, Dowell, Machine.....	dis 10¢ to 1 \$
Dowel and Hand Rail Bits.....	dis 10¢ to 1 \$
Ives' Jennings' Bits.....	dis 10¢ to 1 \$
Expansive Bits, Clark's small, 1/2", large, 3/4", 1", 1 1/2", 2", 3", 4", 5", 6", 8", 10", 12", 14", 16", 18", 20", 22", 24", 26", 28", 30", 32", 34", 36", 38", 40", 42", 44", 46", 48", 50", 52", 54", 56", 58", 60", 62", 64", 66", 68", 70", 72", 74", 76", 78", 80", 82", 84", 86", 88", 90", 92", 94", 96", 98", 100", 102", 104", 106", 108", 110", 112", 114", 116", 118", 120", 122", 124", 126", 128", 130", 132", 134", 136", 138", 140", 142", 144", 146", 148", 150", 152", 154", 156", 158", 160", 162", 164", 166", 168", 170", 172", 174", 176", 178", 180", 182", 184", 186", 188", 190", 192", 194", 196", 198", 200", 202", 204", 206", 208", 210", 212", 214", 216", 218", 220", 222", 224", 226", 228", 230", 232", 234", 236", 238", 240", 242", 244", 246", 248", 250", 252", 254", 256", 258", 260", 262", 264", 266", 268", 270", 272", 274", 276", 278", 280", 282", 284", 286", 288", 290", 292", 294", 296", 298", 300", 302", 304", 306", 308", 310", 312", 314", 316", 318", 320", 322", 324", 326", 328", 330", 332", 334", 336", 338", 340", 342", 344", 346", 348", 350", 352", 354", 356", 358", 360", 362", 364", 366", 368", 370", 372", 374", 376", 378", 380", 382", 384", 386", 388", 390", 392", 394", 396", 398", 400", 402", 404", 406", 408", 410", 412", 414", 416", 418", 420", 422", 424", 426", 428", 430", 432", 434", 436", 438", 440", 442", 444", 446", 448", 450", 452", 454", 456", 458", 460", 462", 464", 466", 468", 470", 472", 474", 476", 478", 480", 482", 484", 486", 488", 490", 492", 494", 496", 498", 500", 502", 504", 506", 508", 510", 512", 514", 516", 518", 520", 522", 524", 526", 528", 530", 532", 534", 536", 538", 540", 542", 544", 546", 548", 550", 552", 554", 556", 558", 560", 562", 564", 566", 568", 570", 572", 574", 576", 578", 580", 582", 584", 586", 588", 590", 592", 594", 596", 598", 600", 602", 604", 606", 608", 610", 612", 614", 616", 618", 620", 622", 624", 626", 628", 630", 632", 634", 636", 638", 640", 642", 644", 646", 648", 650", 652", 654", 656", 658", 660", 662", 664", 666", 668", 670", 672", 674", 676", 678", 680", 682", 684", 686", 688", 690", 692", 694", 696", 698", 700", 702", 704", 706", 708", 710", 712", 714", 716", 718", 720", 722", 724", 726", 728", 730", 732", 734", 736", 738", 740", 742", 744", 746", 748", 750", 752", 754", 756", 758", 760", 762", 764", 766", 768", 770", 772", 774", 776", 778", 780", 782", 784", 786", 788", 790", 792", 794", 796", 798", 800", 802", 804", 806", 808", 810", 812", 814", 816", 818", 820", 822", 824", 826", 828", 830", 832", 834", 836", 838", 840", 842", 844", 846", 848", 850", 852", 854", 856", 858", 860", 862", 864", 866", 868", 870", 872", 874", 876", 878", 880", 882", 884", 886", 888", 890", 892", 894", 896", 898", 900", 902", 904", 906", 908", 910", 912", 914", 916", 918", 920", 922", 924", 926", 928", 930", 932", 934", 936", 938", 940", 942", 944", 946", 948", 950", 952", 954", 956", 958", 960", 962", 964", 966", 968", 970", 972", 974", 976", 978", 980", 982", 984", 986", 988", 990", 992", 994", 996", 998, 1000	dis 10¢ to 1 \$
Expansive Bits, Ives'.....	dis 35 %
Expansive Bits, Blake's.....	dis 45 %
Hollow Augers, Ives'.....	dis 55 %
Hollow Augers, Douglas'.....	dis 55 %
Hol. Aug., Bonney's Adjust., 1/2" dor 1/2", 3/4" dor 3/4", 1" dor 1", 1 1/2" dor 1 1/2", 2" dor 2", 3" dor 3", 4" dor 4", 5" dor 5", 6" dor 6", 8" dor 8", 10" dor 10", 12" dor 12", 14" dor 14", 16" dor 16", 18" dor 18", 20" dor 20", 22" dor 22", 24" dor 24", 26" dor 26", 28" dor 28", 30" dor 30", 32" dor 32", 34" dor 34", 36" dor 36", 38" dor 38", 40" dor 40", 42" dor 42", 44" dor 44", 46" dor 46", 48" dor 48", 50" dor 50", 52" dor 52", 54" dor 54", 56" dor 56", 58" dor 58", 60" dor 60", 62" dor 62", 64" dor 64", 66" dor 66", 68" dor 68", 70" dor 70", 72" dor 72", 74" dor 74", 76" dor 76", 78" dor 78", 80" dor 80", 82" dor 82", 84" dor 84", 86" dor 86", 88" dor 88", 90" dor 90", 92" dor 92", 94" dor 94", 96" dor 96", 98" dor 98", 100" dor 100	dis 40 %
Hol. Aug., Stearns' Adjust., 1/2" dor 1/2", 3/4" dor 3/4", 1" dor 1", 1 1/2" dor 1 1/2", 2" dor 2", 3" dor 3", 4" dor 4", 5" dor 5", 6" dor 6", 8" dor 8", 10" dor 10", 12" dor 12", 14" dor 14", 16" dor 16", 18" dor 18", 20" dor 20", 22" dor 22", 24" dor 24", 26" dor 26", 28" dor 28", 30" dor 30", 32" dor 32", 34" dor 34", 36" dor 36", 38" dor 38", 40" dor 40", 42" dor 42", 44" dor 44", 46" dor 46", 48" dor 48", 50" dor 50", 52" dor 52", 54" dor 54", 56" dor 56", 58" dor 58", 60" dor 60", 62" dor 62", 64" dor 64", 66" dor 66", 68" dor 68", 70" dor 70", 72" dor 72", 74" dor 74", 76" dor 76", 78" dor 78", 80" dor 80", 82" dor 82", 84" dor 84", 86" dor 86", 88" dor 88", 90" dor 90", 92" dor 92", 94" dor 94", 96" dor 96", 98" dor 98", 100" dor 100	dis 40 %
Hol. Aug., Ives' Expansive, each 1/2", 3/4", 1", 1 1/2", 2", 3", 4", 5", 6", 8", 10", 12", 14", 16", 18", 20", 22", 24", 26", 28", 30", 32", 34", 36", 38", 40", 42", 44", 46", 48", 50", 52", 54", 56", 58", 60", 62", 64", 66", 68", 70", 72", 74", 76", 78", 80", 82", 84", 86", 88", 90", 92", 94", 96", 98", 100" dor 100	dis 45 %
Hol. Aug., Universal Expansive, each 1/2", 3/4", 1", 1 1/2", 2", 3", 4", 5", 6", 8", 10", 12", 14", 16", 18", 20", 22", 24", 26", 28", 30", 32", 34", 36", 38", 40", 42", 44", 46", 48", 50", 52", 54", 56", 58", 60", 62", 64", 66", 68", 70", 72", 74", 76", 78", 80", 82", 84", 86", 88", 90", 92", 94", 96", 98", 100" dor 100	dis 50 %
Wood's.....	dis 25 %
Gimlet Bits.....	dis 30 %
Gimlet Bits, Diamond.....	dis 35 %
Double Cut Gimlet Bits, Shephardson's.....	dis 40 %
Double Cut Gimlet Bits, Douglas'.....	dis 40 %
Double Cut Gimlet Bits, Ives'.....	dis 40 %
Morse's Bit Stock Drill.....	dis 50 %
L'Hommedieu's Ship Augers.....	dis 15 %

AWL HAFES.	
Sewing Brass Ferrule.....	dis 40¢ to 1 \$
Patent Sewing, Short.....	dis 40¢ to 1 \$
Patent Sewing, Long.....	dis 40¢ to 1 \$
Patent Peg, Plain Top.....	dis 40¢ to 1 \$
Patent Peg, Leather Top.....	dis 45¢ to 1 \$

AWLS, BRAD SETS, &c.

Awls, Sewing, Common.....	dis 35 %
Awls, Shouldered Peg.....	dis 45 %
Awls, Patent Peg.....	dis 35 %
Awls, Shouldered Brad, 1/2" gross 1/2", 3/4" gross 3/4", 1" gross 1", 1 1/2" gross 1 1/2", 2" gross 2", 3" gross 3", 4" gross 4", 5" gross 5", 6" gross 6", 8" gross 8", 10" gross 10", 12" gross 12", 14" gross 14", 16" gross 16", 18" gross 18", 20" gross 20", 22" gross 22", 24" gross 24", 26" gross 26", 28" gross 28", 30" gross 30", 32" gross 32", 34" gross 34", 36" gross 36", 38" gross 38", 40" gross 40", 42" gross 42", 44" gross 44", 46" gross 46", 48" gross 48", 50" gross 50", 52" gross 52", 54" gross 54", 56" gross 56", 58" gross 58", 60" gross 60", 62" gross 62", 64" gross 64", 66" gross 66", 68" gross 68", 70" gross 70", 72" gross 72", 74" gross 74", 76" gross 76", 78" gross 78", 80" gross 80", 82" gross 82", 84" gross 84", 86" gross 86", 88" gross 88", 90" gross 90", 92" gross 92", 94" gross 94", 96" gross 96", 98" gross 98", 100" gross 100	dis 40 %
Awls, Handled Brad.....	dis 40 %
Brad Sets, Aiken's.....	dis 45 %
Brad Sets, No. 4, 1/2", No. 4, 3/4", No. 4, 1", No. 4, 1 1/2", No. 4, 2", No. 4, 3", No. 4, 4", No. 4, 5", No. 4, 6", No. 4, 8", No. 4, 10", No. 4, 12", No. 4, 14", No. 4, 16", No. 4, 18", No. 4, 20", No. 4, 22", No. 4, 24", No. 4, 26", No. 4, 28", No. 4, 30", No. 4, 32", No. 4, 34", No. 4, 36", No. 4, 38", No. 4, 40", No. 4, 42", No. 4, 44", No. 4, 46", No. 4, 48", No. 4, 50", No. 4, 52", No. 4, 54", No. 4, 56", No. 4, 58", No. 4, 60", No. 4, 62", No. 4, 64", No. 4, 66", No. 4, 68", No. 4, 70", No. 4, 72", No. 4, 74", No. 4, 76", No. 4, 78", No. 4, 80", No. 4, 82", No. 4, 84", No. 4, 86", No. 4, 88", No. 4, 90", No. 4, 92", No. 4, 94", No. 4, 96", No. 4, 98", No. 4, 100" gross 100	dis 40 %
Brad Sets, Stanley's Exc. No. 1, 1/2", No. 1, 3/4", No. 1, 1", No. 1, 1 1/2", No. 1, 2", No. 1, 3", No. 1, 4", No. 1, 5", No. 1, 6", No. 1, 8", No. 1, 10", No. 1, 12", No. 1, 14", No. 1, 16", No. 1, 18", No. 1, 20", No. 1, 22", No. 1, 24", No. 1, 26", No. 1, 28", No. 1, 30", No. 1, 32", No. 1, 34", No. 1, 36", No. 1, 38", No. 1, 40", No. 1, 42", No. 1, 44", No. 1, 46", No. 1, 48", No. 1, 50", No. 1, 52", No. 1, 54", No. 1, 56", No. 1, 58", No. 1, 60", No. 1, 62", No. 1, 64", No. 1, 66", No. 1, 68", No. 1, 70", No. 1, 72", No. 1, 74", No. 1, 76", No. 1, 78", No. 1, 80", No. 1, 82", No. 1, 84", No. 1, 86", No. 1, 88", No. 1, 90", No. 1, 92", No. 1, 94", No. 1, 96", No. 1, 98", No. 1, 100" gross 100	dis 40 %
Brad Sets, Stanley's Exc. No. 2, 1/2", No. 2, 3/4", No. 2, 1", No. 2, 1 1/2", No. 2, 2", No. 2, 3", No. 2, 4", No. 2, 5", No. 2, 6", No. 2, 8", No. 2, 10", No. 2, 12", No. 2, 14", No. 2, 16", No. 2, 18", No. 2, 20", No. 2, 22", No. 2, 24", No. 2, 26", No. 2, 28", No. 2, 30", No. 2, 32", No. 2, 34", No. 2, 36", No. 2, 38", No. 2, 40", No. 2, 42", No. 2, 44", No. 2, 46", No. 2, 48", No. 2, 50", No. 2, 52", No. 2, 54", No. 2, 56", No. 2, 58", No. 2, 60", No. 2, 62", No. 2, 64", No. 2, 66", No. 2, 68", No. 2, 70", No. 2, 72", No. 2, 74", No. 2, 76", No. 2, 78", No. 2, 80", No. 2, 82", No. 2, 84", No. 2, 86", No. 2, 88", No. 2, 90", No. 2, 92", No. 2, 94", No. 2, 96", No. 2, 98", No. 2, 100" gross 100	dis 40 %
Brad Sets, Stanley's Exc. No. 3, 1/2", No. 3, 3/4", No. 3, 1", No. 3, 1 1/2", No. 3, 2", No. 3, 3", No. 3, 4", No. 3, 5", No. 3, 6", No. 3, 8", No. 3, 10", No. 3, 12", No. 3, 14", No. 3, 16", No. 3, 18", No. 3, 20", No. 3, 22", No. 3, 24", No. 3, 26", No. 3, 28", No. 3, 30", No. 3, 32", No. 3, 34", No. 3, 36", No. 3, 38", No. 3, 40", No. 3, 42", No. 3, 44", No. 3, 46", No. 3, 48", No. 3, 50", No. 3, 52", No. 3, 54", No. 3, 56", No. 3, 58", No. 3, 60", No. 3, 62", No. 3, 64", No. 3, 66", No. 3, 68", No. 3, 70", No. 3, 72", No. 3, 74", No. 3, 76", No. 3, 78", No. 3, 80", No. 3, 82", No. 3, 84", No. 3, 86", No. 3, 88", No. 3, 90", No. 3, 92", No. 3, 94", No. 3, 96", No. 3, 98", No. 3, 100" gross 100	dis 40 %

AXES.

Collins & Co.....	dis 70¢ to 1 \$
Lippincott or Mann's.....	dis 70¢ to 1 \$
Single Bit, 1/2" to 5/8" and under.....	dis 70¢ to 1 \$
Single Bit, 1/2" to 6" and over.....	dis 70¢ to 1 \$
Single Bit, beveled.....	dis 70¢ to 1 \$
Double Bit, 1/2" to 5/8" and under.....	dis 70¢ to 1 \$
Double Bit, 1/2" to 6" and over.....	dis 70¢ to 1 \$
Double Bit, beveled.....	dis 70¢ to 1 \$
Second quality Axes.....	dis 70¢ to 1 \$

AXLES.

Sheldon & Co., iron.....	dis 55 %
Sheldon & Co., steel.....	dis 55 %
AXLE GRABER—FRASER'S.....	dis 55 %

BALANCES.

Spring Balances.....	dis 50 %
----------------------	----------

BELLS.

Hand, Light Brass.....	dis 75¢ to 1 \$
Hand, White Metal.....	dis 70 %
Hand, Silver Chime.....	dis 25¢ to 1 \$
Hand, Globe (Cone's Patent).....	dis 25¢ to 1 \$
Gong, Abbe's.....	dis 25¢ to 1 \$
Gong, Yankee.....	dis 40 %
Gong, Barton's.....	dis 40 %
Leon Reading.....	dis 25¢ to 1 \$
Pull, Brook's.....	dis 50¢ to 1 \$
Crane, Taylor's.....	dis 50¢ to 1 \$
Lever, Sargent's.....	dis 50¢ to 1 \$
Bloomfield.....	dis 50 %
Lever, R. & M. Co's.....	dis 45 %
Call.....	dis 40 %
Cow, Common Wrought.....	dis 55¢ to 1 \$
Cow, Western, Sargent's List.....	dis 70¢ to 1 \$
Cow, Kentucky, Sargent's List.....	dis 70¢ to 1 \$
Cow, Moore's or Dodge's, Genuine Ky., new list: Nos. 1, 1 1/2", 2", 3", 4", 5", 6", 8", 10", 12", 14", 16", 18", 20", 22", 24", 26", 28", 30", 32", 34", 36", 38", 40", 42", 44", 46", 48", 50", 52", 54", 56", 58", 60", 62", 64", 66", 68", 70", 72", 74", 76", 78", 80", 82", 84", 86", 88", 90", 92", 94", 96", 98", 100" gross 100	dis 70¢ to 1 \$
Cow, Texas "Star".....	dis 50¢ to 1 \$

BELLGOWS.

Blacksmith's Common.....	dis 50¢ to 1 \$
Molder's.....	dis 50 %
Hand Bellows.....	dis 50 %

BLIND FASTENERS.

Francis.....	dis 50 %
Mackrell's.....	dis 50 %
Van Sand's Screw Pattern.....	dis 50 %
Van Sand's Old Pattern.....	dis 50 %
Merriman's.....	dis 50 %
Zimmerman's, 10¢ in.....	dis 50 %
Zimmerman's, 9 in.....	dis 50 %

BLIND STAPLES.

Barbed, 1/2 in. and larger.....	dis 90 %
Barbed, 3/4 in.....	dis 90 %

BLOCKS.

Penfield Blocks.....	dis 60¢ to 1 \$
Bagnall & Loud.....	dis 60¢ to 1 \$

BOLTS.

Cast Iron Barrel Shutter, &c.....	dis 70 %
Cast Iron Chain (Sargent's list).....	dis 65¢ to 1 \$
Wrought Barrels.....	dis 70 %
Wrought Square.....	dis 70 %
Wrt. Shutter, all Iron, Stanley's list.....	dis 60¢ to 1 \$
Wrt. Shutter, Brass Knob, Stanley's list.....	dis 60¢ to 1 \$
Wrought Shutter, Sargent's list.....	dis 60¢ to 1 \$
Wrought Sunk Flush, Sargent's.....	dis 55¢ to 1 \$
Wrought Sunk Flush, Stanley's.....	dis 40¢ to 1 \$
Wrought B. K. Flush, Stanley's.....	dis 50¢ to 1 \$
Carriage and Tire, Common, new list.....	dis 70¢ to 1 \$
Carriage and Tire, Philadelphia Pattern.....	dis 75 %
Carriage Bolts, Clarke's.....	dis 70¢ to 1 \$
Norway.....	dis 75¢ to 1 \$
R. B. & W. Carriage (old list).....	dis 70 %
Tire, American Screw Co's., Phila.....	dis 80 %
Tire, "Bay State".....	dis 65¢ to 1 \$
Eagle Philadelphia Tire Bolt.....	dis 80 %
Stove.....	dis 65 %
Flow.....	dis 60 %
Machine.....	dis 70¢ to 1 \$
Bolt Ends and Lag Screws.....	dis 70¢ to 1 \$

BOLTS.

Penfield Blocks.....	dis 60¢ to 1 \$
Bagnall & Loud.....	dis 60¢ to 1 \$

BOLTS.

Cast Iron Barrel Shutter, &c.....	dis 70 %
Cast Iron Chain (Sargent's list).....	dis 65¢ to 1 \$
Wrought Barrels.....	dis 70 %
Wrought Square.....	dis 70 %
Wrt. Shutter, all Iron, Stanley's list.....	dis 60¢ to 1 \$
Wrt. Shutter, Brass Knob, Stanley's list.....	dis 60¢ to 1 \$
Wrought Shutter, Sargent's list.....	dis 60¢ to 1 \$
Wrought Sunk Flush, Sargent's.....	dis 55¢ to 1 \$
Wrought Sunk Flush, Stanley's.....	dis 40¢ to 1 \$
Wrought B. K. Flush, Stanley's.....	dis 50¢ to 1 \$
Carriage and Tire, Common, new list.....	dis 70¢ to 1 \$
Carriage and Tire, Philadelphia Pattern.....	dis 75 %
Carriage Bolts, Clarke's.....	dis 70¢ to 1 \$
Norway.....	dis 75¢ to 1 \$
R. B. & W. Carriage (old list).....	dis 70 %
Tire, American Screw Co's., Phila.....	dis 80 %
Tire, "Bay State".....	dis 65¢ to 1 \$
Eagle Philadelphia Tire Bolt.....	dis 80 %
Stove.....	dis 65 %
Flow.....	dis 60 %
Machine.....	dis 70¢ to 1 \$
Bolt Ends and Lag Screws.....	dis 70¢ to 1 \$

BOLTS.

Penfield Blocks.....	dis 60¢ to 1 \$
Bagnall & Loud.....	dis 60¢ to 1 \$

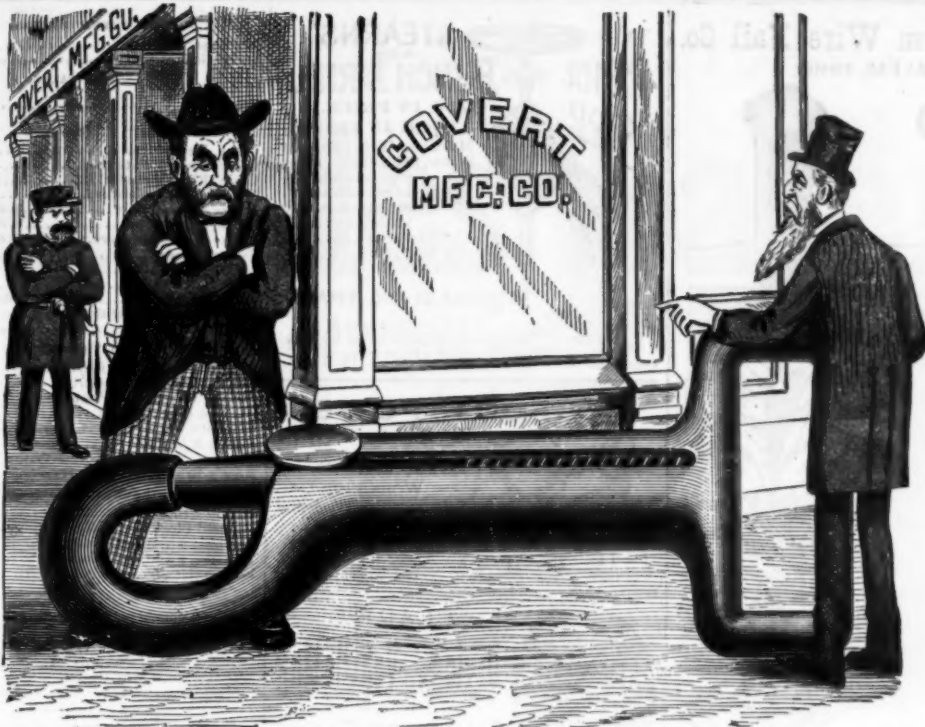
BOLTS.

Cast Iron Barrel Shutter, &c.....	dis 70 %
Cast Iron Chain (Sargent's list).....	dis 65¢ to 1 \$
Wrought Barrels.....	dis 70 %
Wrought Square.....	dis 70

OFFICE MANUFACTURERS' RECORD, }
BALTIMORE, June 1, 1887. }

Estimates and Drawings Free.

"It is certainly a 'Big Thing' and you see we could call it 'UNCOVERED.'"



"Yes, but with the experience we have had I would rather not steal it."

The greatest emporium in the world for the best Snaps, Chain, Rope and Web Goods, &c., manufactured is the celebrated works of the

COVERT MANUFACTURING CO.

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Sold by all Jobbers handling this class of goods.

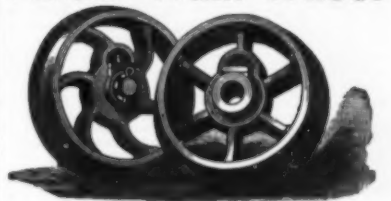


Bates' Hand Elevators.
Patented April 16, 1871. Reissued July 26, 1878.
OVER 6,000 IN USE.

Adapted for Warehouses, Stores, Factories, Hotels, Public Institutions, and every place where merchandise, &c., is transferred from one story to another.

JAMES BATES, Patentee,
Nos. 1 3 & 5 President Street. BALTIMORE.

Patent Tram Wheel



THE MOST PERFECTLY
Chilled and Automatic Self-Oiler

IN THE MARKET.
Will run two months with one filling of the reservoir. The economy in oil by using these wheels pays for them. For particulars and prices of Wheels, Axles and Mining Cars, address,

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Wm. Rogers Manf. Co.dis 50¢ to 10¢
 Holmes, Booth & Hayden.dis 50¢ to 10¢
 Wallace's Steel Silver Plated.dis 33 1/2¢ to 10¢
 Rogers Bros 1847.dis 50¢ to 10¢
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SCREWS.

Standard new list, Feb. 15.

Flat Head Bright.70¢
 Round Head Bright.65¢
 Round Head Bright.65¢
 Flat Head Brass.65¢
 Round Head Brass.65¢
 Flat Head Brass (add 5¢ to net).70¢
 Brass and Silver Capped.40¢
 Japanned Flat Head.dis 66 1/2¢
 Coach, Patent Gimlet Point.dis 70¢
 Coach, Common or Lag.dis 25¢
 Bed.dis 25¢
 Machine, Flat Head, Iron.dis 55¢
 Machine, Round Head, Iron.dis 50¢
 Bench, Iron.dis 55¢ to 10¢
 Bench, Wood, Beach.dis 25¢ to 10¢
 Bench, Wood, Hickory.dis 20¢ to 10¢
 Hand, Wood.dis 25¢ to 10¢
 Hand Rail, Sargent's.dis 60¢ to 10¢
 Hand Rail, Humason, Beckley & Co.'s.dis 40¢ to 10¢
 Hand Rail, Am. Screw Co., list Jan. 1, '81.dis 70¢
 Jack (Wilson's).dis 25¢

SCREEN FRAMES AND FIXTURES.

Standard Window Screens No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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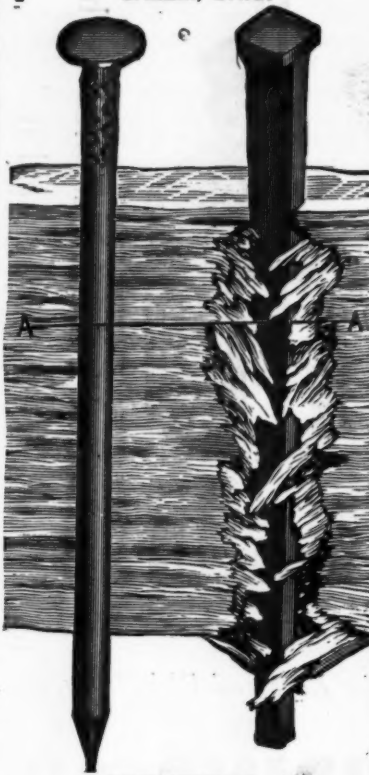
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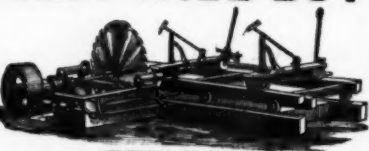


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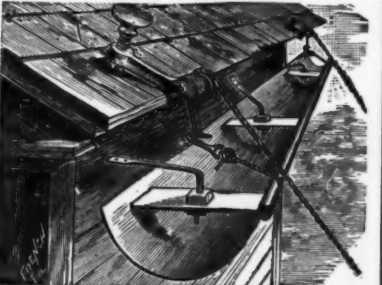
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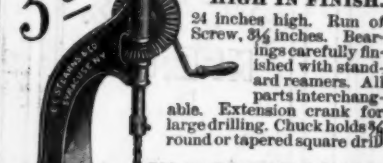
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CIRCULAR SAWS, LATHES, MORTISES, &c., FOR WORKSHOP USE. Sold on Trial, if desired New Catalogue Free. SENECA FALLS MFG. CO. 642 Water Street, SENECA FALLS, N. Y.

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THE

Hercules Water Wheel

IN THE SOUTH.

WHAT SOUTHERN USERS SAY OF THE HERCULES.

There is probably no higher authority in the South on water wheels than Mr. John Hill, civil and mechanical engineer, of the great Eagle & Phenix Cotton Mills, at Columbus, Ga. Read what he says of the Hercules Wheel.

The Best Wheel We Have.

JOHN HILL, CIVIL AND MECHANICAL ENGINEER,
Reference—Eagle & Phenix Mfg. Co.

COLUMBUS, GA., April 30, 1887.

As to my opinion of the Hercules Wheel, will say: In our mill (the Eagle & Phenix) we have twenty-one (21) water wheels of various kinds, three of them being Hercules. I regard the Hercules as being by far the best wheel of any we have. It is the best in workmanship, absence from repairs, large per cent. in power, and in general satisfactory results. I know of no wheel its equal. At Holyoke, testing flume a few weeks since, I personally witnessed a test of a Hercules of the ordinary construction, which gave 83 96-100 per cent. of efficiency.

Yours truly,

JOHN HILL.

Cannot Speak too Highly of the Hercules Wheel.

JAMES RIDDLE, SON & CO.
Brandywine Cotton Mills.

KENTMERE, DEL., April 27, 1887.

In reply to your inquiry as to the working of a "Hercules Water Wheel" now running at our mills, would say that we put in nearly two years ago a 39-inch Hercules Wheel, running under a 14-foot head. It is driving up to full regular speed three hundred and three heavy looms, with only half gate. We are about to enlarge the weave mill and add three hundred more looms, which will be driven by the same wheel. We cannot speak too highly of the Hercules. It has absolutely run without cost or derangement since it started, and has given eminent satisfaction in every way.

Yours truly,

JAMES RIDDLE, SON & CO.

Perfectly Satisfactory in Every Way.

PORTER WOOLEN MILL.

J. H. Porter, President. J. W. Robertson, Gen. Manager.

CLARKSVILLE, GA., April 29, 1887.

In reply to enquiry as to my opinion of the Hercules Turbine Water Wheel, say: I have put in two, one about

six years since, and the other in 1883, and think so highly of the wheel that I shall use another in cotton mill this company is now constructing. Neither of the wheels alluded to have given the slightest trouble, and their working has been perfectly satisfactory in every way.

Yours truly,

J. W. ROBERTSON, Gen. Man.

The Hercules Wheels Have Given Perfect Satisfaction.

ROSWELL MANUFACTURING CO.

Sheetings, Shirtings, Checks, Yarns, &c.

ROSWELL, COBB COUNTY, GA., April 29, 1887.

In answer to yours of 25th inst., asking our opinion of the Hercules Wheel, will say our experience is as follows: In our new mill, built about four (4) years ago, we put a 30-inch Hercules Wheel, under a 21-foot head of water. It has given such satisfaction running this (5,000) five thousand spindle mill, that last summer, when we were compelled to put in a new wheel at our old mill, running 7,000 spindles, looms, twisters, &c., we put in a 36-inch Hercules Wheel, under a 27-foot head of water. All I can say is we have surplus power in both mills, have lost no time by any defect of wheels, and if we were putting up any more mills, would use the Hercules Wheel. They have given us perfect satisfaction.

Yours respectfully,

F. J. MINHINNETT, Prest.

A Good Wheel, and Has Given Good Satisfaction.

PEE DEE MANUFACTURING CO.

Plaids and Warps.

ROCKINGHAM, N. C., April 30, 1887.

We have been using the Hercules Water Wheel for more than six years. Our superintendent says it is a good wheel, has given good satisfaction, and its performance is equal to the claims of the maker. We have a head of 17 feet. Our wheel has a diameter of 39 inches. Under this water pressure the wheel has moved 4,000 spindles and the needed preparation, and 164 plaid looms. The above includes the dye house, machine shop and all their machinery which we employ.

Very respectfully,

WALTER L. STEELE, Prest.

Best Wheels I Have Ever Seen.

MARIETTA PAPER MANUFACTURING CO.,

Book, News and Wrapping Papers.

MARIETTA, GA., April 30, 1887.

In reply to your favor of the 25th inst.: I am using four Hercules Water Wheels, two 12-inch, one 24 inch,

and one 30-inch. They have given me perfect satisfaction, and I think that they are the best wheels that I have ever seen.

Yours truly,

S. A. ANDERSON.

Has Never Given the Slightest Trouble.

PACOLET MANUFACTURING CO.

Jno. H. Montgomery, Prest. and Treas.

PACOLET, S. C., April 29, 1887.

Replying to yours of 25th, would say: We have a 54-inch Hercules Water Wheel running, under 20-foot head, 12,000 spindles and 328 looms, with other necessary machinery. Has been running about three and a-half years, and has never given us the slightest trouble; not an hour's stoppage during the whole time.

Very truly yours,

JNO. H. MONTGOMERY, Pres. and Treas.

Well Satisfied With It.

WM. J. RUSSELL,

Manager Princeton Factory.

ATHENS, GA., April 28, 1887.

I have used the "Hercules" wheel since 1881, and am so well satisfied with it that I should not purchase any other if in want of a first-class wheel. It does all the manufacturers claim for it.

Yours truly,

WM. J. RUSSELL, Manager.

Has Given Entire Satisfaction.

HOLCUMB'S ROCK, BEDFORD CO., VA., }

April 28, 1887.

The Hercules Wheel has given entire satisfaction.

Very respectfully,

J. A. HARRIS & CO.

Unhesitatingly Say its the BOSS Wheel.

BUZELA, GA., April 29, 1887.

I have been using a 21-inch "Hercules Water Wheel" since August 1880, and unhesitatingly say it is the BOSS wheel. It has performed with utmost satisfaction, and given more power than the makers claim, using water with more economy than any wheel I ever knew. T. W. G. Inglett, Esq., who has put up two "Hercules" for parties, says "it can't be beat."

Very respectfully,

BRAD. MERRY.

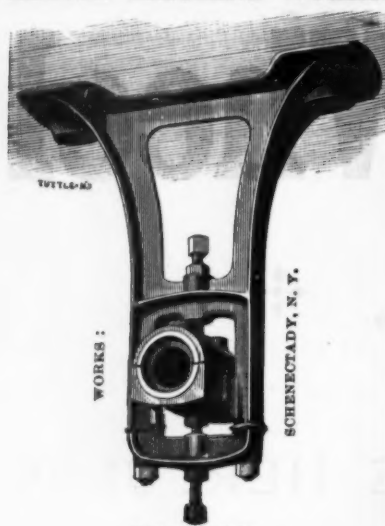
THE HERCULES

Gives the Most Power for its Size and the Highest Average Percentage from Full to One-Half Gate of Any Wheel Ever Made.

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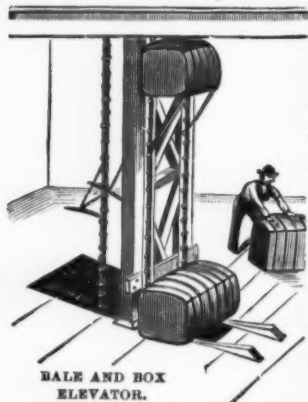
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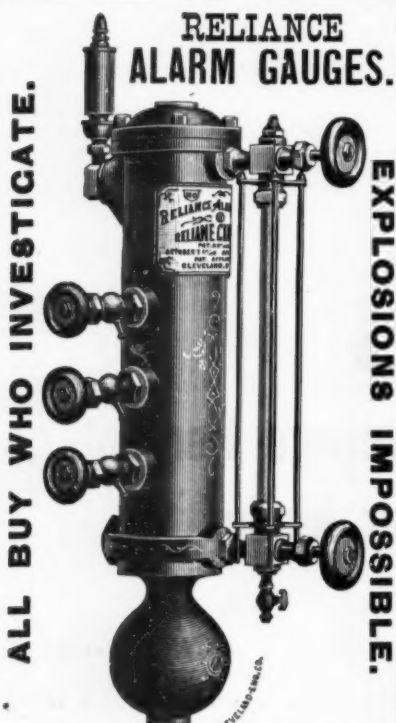
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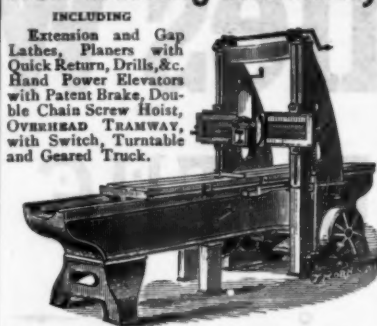
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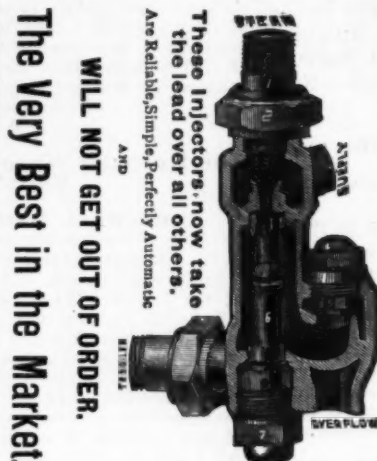
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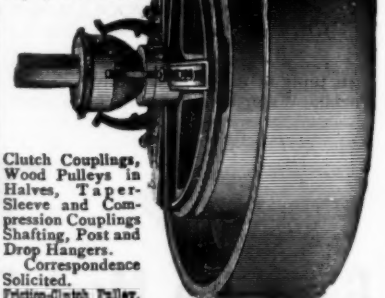
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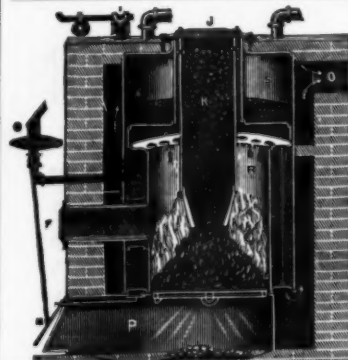
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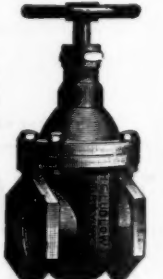
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The Company is formed under and by virtue of a Charter granted June 19, 1886, to ANDREW J. ROGERS, JAMES M. OLMSTEAD, HENRY S. WELLES, DANIEL W. CLARK, GEORGE E. SMITH, JOHN E. SAUNDERS, and FREDERICK G. BRUNEL, and their associates, in accordance with the Laws of the State of Georgia, to run for twenty years, with the right of renewal, and authorizing a Capital Stock of \$100,000, in shares of \$50 each, with power to increase the same at any time to any amount not exceeding \$10,000,000, payable in either money, or real or personal property that may be utilized in the business of the Company. The Charter is, by comity of the States, made operative throughout the entire country.

THE PRELIMINARY ORGANIZATION

Has been duly effected by electing the following named

OFFICERS.

ANDREW J. ROGERS, Prest. JAMES M. OLMSTEAD, Vice-Prest. GEO. E. SMITH, Sec. FRED'K G. BRUNEL, Treas.

DIRECTORS.

A. J. ROGERS, Brunswick, Ga., and 227 W. 10th St., New York. FREDERIC G. BRUNEL, Grand Union Hotel, New York.
JAMES M. OLMSTEAD, 85 Devonshire St., Boston, Mass. JOHN E. SAUNDERS, Nashville, Tennessee.
HENRY S. WELLES, 229 Broadway, New York. DANIEL W. CLARK, 11 Winthrop Street, Hartford, Conn.
GEORGE E. SMITH, 32 Broadway, New York. WILLIAM B. BURROUGHS, Brunswick, Ga.

EXECUTIVE COMMITTEE.

ANDREW J. ROGERS, HENRY S. WELLES, FREDERICK G. BRUNEL, WILLIAM B. BURROUGHS.

The said Officers and Directors to hold over until the First Meeting of the Stockholders.

INCREASE OF THE CAPITAL STOCK.

In order to promptly acquire ample areas of Land and Harbor Water frontage, for colonization, wharfing and other purposes, as well as obtaining sufficient funds for carrying out the several objects of the Company, the Directors have duly voted an increase of the Capital Stock from \$100,000 to \$3,000,000, payable in either money or in any real or personal property that may be utilized in the business of the Company, (as provided in the charter,) and have authorized the opening of Subscription Books for said \$3,000,000 of Capital Stock.

EUROPEAN CO-OPERATION.

The President of the Company has perfected arrangements with competent European parties whereby they agree to subscribe, or cause to be subscribed, two-thirds of said \$3,000,000 of Capital Stock, provided the other one-third of said Stock is duly subscribed in America, and to pay in \$200,000 for every \$100,000 thereof that shall have been so subscribed in America and paid into the treasury of the Company.

TRANS-ATLANTIC STEAMSHIP LINE.

The President of the Company has also arranged with competent European ship owners for promptly putting on and maintaining a Trans-Atlantic Steamship Line between the port of Brunswick, Ga., and ports in the United Kingdom; said line to comprise a fleet capable of doing all the trans-Atlantic shipping business of the Company, and to be put on as soon as the Company announces itself ready with freights, etc., for trans-Atlantic shipment.

THE GENERAL ENTERPRISE

Comprises the building up and maintaining an extensive domestic and foreign trade at and through the city and port of Brunswick, Ga., and corresponding ports, and engaging in a general system of Lands Improvement, particularly including the building up, extending and beautifying the city and suburbs, and improving and perfecting the Harbor of Brunswick for maritime commerce, and generally aiding in developing the agricultural, mineral and other natural resources of, and settling the surrounding districts and corresponding sections of the interior, with the view to participating in the general benefits and increase in value of properties accruing from such developments and improvements, and to inaugurate and conduct

BUREAUS OF COLONIZATION AND INDUSTRY

As special departments of the General enterprise for commercially engaging in such systems of Colonization and Co operative Industries as will, from time to time, aid in relieving the Labor Markets of all surplus artisans and other workers, including the worthy, able-bodied indigent classes, by drawing them off and settling or aiding them in settling and getting fairly started on alternate lots of the Company's Lands, in suitable rural and growing village districts, or so employing or aiding them to find such suitable employment as will make them reciprocally useful to the Company and ensure their becoming self-sustaining and prosperous constituents of the commonwealth, and finally reimbursing the Company with fair profits for all such assistance, thus materially aiding in freeing society of its worthy, able-bodied, destitute and suffering industrious classes by reclaiming them from all anarchical tendencies, and thence through their own prosperity readjusting them as good, law-abiding and patriotic citizens of the Commonwealth.

THE COMMERCIAL DEPARTMENT.

With the foregoing objects in view, the Company will engage in the following enterprises, taking them up and carrying them forward in such business order as will ensure the prosperity of every department of the General Undertakings, beginning with The Commercial Department proper, it being the only medium through which the more benevolent and humane purposes can be successfully carried into effect with profit to the Company. The Directors are already assured of a large paying business from the commencement of active operations in the following specified enterprises, in which the Company will be constantly turning over its funds and realizing from 5 per cent. upwards of net profits every sixty or ninety days. Viz: A General

The Stock of the Company will be Receivable at Par in Payment for Lands purchased from the Company.

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OTHER SOURCES OF REVENUE.

By judicious purchases, both in respect to price and locality of lands, as well as the suitability of the climate, and thence properly settling immigrants on alternate lots thereof, carefully reserving every alternate farm or section for sale later on, the Company could reasonably expect to realize from 10 to 25 per cent. net on sales of the first alternate farms or other lots, and thence, in future further realizing from 100 to 500 per cent. and upwards from the ultimate sales of the reserved building lots, farms or sections. This plan carried out on a commensurate scale would of itself, without risk of the capital invested, enrich any well-managed company.

GENERAL LANDS IMPROVEMENT DEPARTMENT.

To buy, own and sell lands and deal in real estate and leaseholds generally, and to engage in a general system of Lands Improvement, particularly including the building up, extending and beautifying the City of Brunswick and Suburban districts, and generally developing and settling the surrounding country; the establishing and settling colonies in the interiors of the various States, and parts of States, wherein immigrant settlers and other industrial classes are needed; laying out and building up villages, towns, and cities; making roads, streets and all necessary and profitable improvements; aiding in the fuller development of the vast agricultural, mineral and other

NATURAL RESOURCES OF THE SOUTH.

Southwest and corresponding sections; the breeding and rearing of horses, mules, cattle and live stock generally, for home and foreign markets; the laying out, improving, stocking and working farms of all kinds; developing water powers for manufacturing, milling and other purposes; opening and working coal, iron and other mines, and marble and stone quarries, with a view to making money by profitably employing the idle, and making homes and livings for the worthy, able-bodied indigent classes, as well as making the several properties productive and generally enhancing the values thereof and making them more saleable. In fact, the company offers

SAFE AND PROFITABLE INVESTMENTS

In every department of the General Enterprise, basing the stability of the entire Capital Stock not only upon the General Business of the Company but upon real estate carefully chosen for its intrinsic worth, its suitability for the purposes of the Company and its improvable qualities and possible continual enhancement in value from direct and surrounding improvements.

For a fuller statement of the PURPOSES and PLANS of the Company, see the Charter and Prospectuses, Documents Nos. 1, 2 and 3 of the Company's pamphlets, which can be obtained at the Offices of the Agents, or from any of the Officers of the Company.

FORMS OF APPLICATION

For Stock on the part of those who may desire to subscribe to the Capital Stock, but are unable to reach the Agent or Officer in charge of the Subscription Books, will, on application in writing to such Agent or Officer, or to the President of the Company, be forwarded, together with the necessary instructions for securing the number of Shares such Applicant may desire or that may be allotted to him or her.

PROPOSALS FOR TRANSFERRING LANDS

Or other available property in exchange for Stock in the Company will be entertained, and the suitability, quality and value of the property and titles thereto will be duly examined by proper experts in the interest of the Company; but all such proposals must be submitted in writing to an Agent or Officer, or to the President of the Company on or before the 1st day of August next, and must be accompanied with a full description, giving all particulars, including the situation and value of such property.

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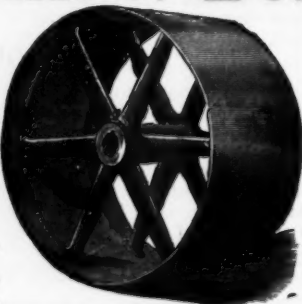
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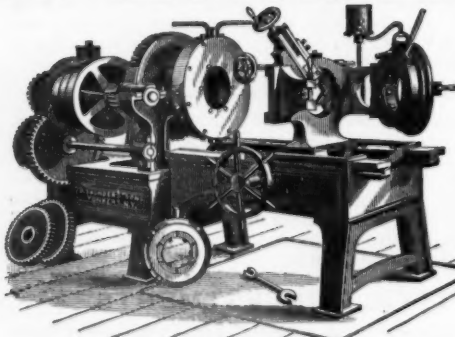
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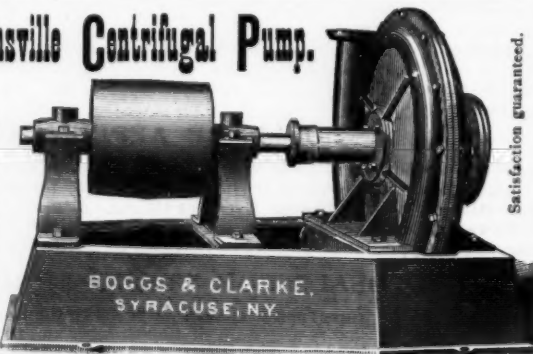


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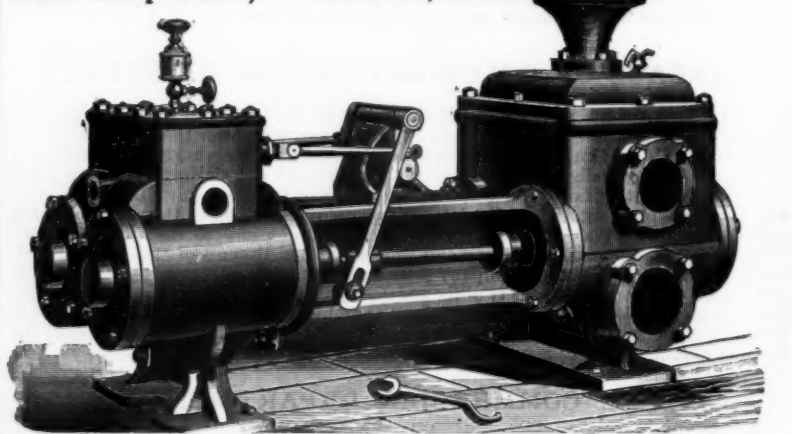
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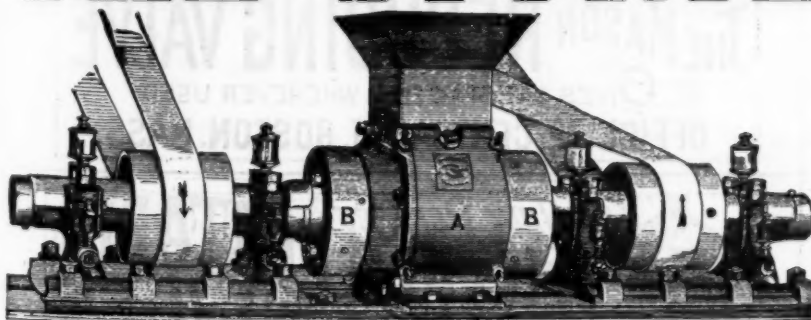
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